347 f 96

P

G. R. S. IX-5]

Previous references.

1896-7
~~191~~
(Municipal)

File No. 4979

Serial Nos. 1–6
11, 13, 14, 1

Later references

Inward 4979 96
Sls 7, 10, 12, 15

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 1–6, 8, 9, 11, 13, 14, 16–23

~~Part~~ B for July, 02

SUBJECT.

Purchase of Fire-Engines and Steam Road Roll for the Bangalore City Municipality

Fire-Engine for the Bangalore City

Indexed

W D 88—GPB—50,000—24-7-16

Government {1899} of Madras.

LOCAL AND MUNICIPAL

10913-a

Recd.	1899.	*Enclosures*
Regd.		*Spare copies*

G.O., No. 116 M., 25th January 1899.

JANUARY.

Protection of Public Buildings from Fire.

Communicating to certain officers, for information and guidance, Government Order, Public Works Department, considering that municipalities would do wisely to supply themselves with fire-engines, if sufficient water-supply is present to enable the engine to be worked, and issuing instructions for the observance of certain precautions with regard to the —.

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

READ—the following paper:—

G.O., No. 3163 W., dated 9th December 1898.

Read—G.O., Mis. No. 1316 M., dated 21st July 1898.

Order—No. 3163 W., dated 9th December 1898.

In connection with certain proposals for the protection of public buildings from fire, it was considered (*vide* G.O., No. 1810 W., dated 3rd July 1897) that the first thing to be done would be to supply a fire-engine to be kept in a central position at each station containing important public buildings. With this object, inquiries were ordered to be made as to what municipalities had fire-engines, or the means to buy them. In the first case, reports were called for as to the steps taken to keep the engines in proper order and to ensure that some body of men (Police or others) knew how to work them. In the second case, information was asked for as to the available water-supply, without which a fire-engine would be useless.

2. The replies from Municipal Councils in response to the above inquiries have been transferred to this department with G.O. in the Local and Municipal Department, Mis. No. 1316 M., dated 21st July 1898, and are tabulated in the statements appended to these Proceedings.

3. Statement I gives particulars of municipalities that *have* fire-engines; statements II, III and IV exhibit those that are not in a position to, or do not propose to procure fire-engines for the reasons given. These statements also show the number of public buildings in each municipality.

4. From these statements, it will be seen that out of 58 municipalities 13 have one or more fire-engines in charge of their own servants or of the Police; that the municipality of Calicut has allotted funds for purchasing an engine; that 19 are, either on account of inadequate water-supply and want of funds or other cause, not in a position to buy fire-engines; that 16 cannot buy fire-engines on account of want of funds alone; and that, in the case of the 9 remaining municipalities, inadequate water-supply is the reason alleged for fire-engines not being obtained.

5. This question resolves itself into two:

(1) Whether municipalities should be advised to supply themselves with fire-engines for general purposes.

(2) Whether it is necessary for Government to take any special precautions with regard to public buildings in municipalities and other towns.

6. With regard to the first, His Excellency the Governor in Council considers that municipalities would do wisely to supply themselves with fire-engines if sufficient water-supply is present to enable the engine to be worked. The engine should be in charge of the Police and kept at the police station, provision being made by the municipality for housing it and keeping it clean, and the constables should be drilled once a month in its use. It should be inspected once a year by the local Public Works Department officers, or the District Board Engineer, if there is no Municipal Engineer, and a report recorded of its condition.

7. In regard to the second question, it is observed that public buildings are, as a rule, of such a very uninflammable nature, that it is considered quite unnecessary to supply them with fire-engines or hose other than those that may happen to be in possession of the local municipality. The following precautions should, however, be taken :—

(1) The rules published in G.O., No. 967 W., dated 17th March 1896, should be printed in English and vernacular and pasted up in several places in every public building, and the attention of all occupants of the building should be called to them.

(2) Galvanized iron buckets, numbering from a dozen downwards, according to the size of the building, should be kept in an easily accessible place in every building for use during fire.

(3) In future, record-rooms should have nothing inflammable in their construction, *i.e.*, roof trusses and framing and the record racks should be of iron and the doors and windows should be iron-barred, with wooden shutters, if necessary, opening outwards.

(True Extract.)

(Signed) A. S. RUSSELL,
Under Secretary to Government.

To Superintending Engineers.
„ the Consulting Architect to Government.
„ the Superintendent of Works, Lighthouse Division.
„ the Chief Engineer for Irrigation.
„ the Consulting Engineer for Railways.
„ the Examiner, Public Works Accounts.
„ the „ Railway Accounts.
„ the Local and Municipal Department.
„ the Revenue Department.
„ the Judicial Department.
„ the Political Department.
„ the Educational Department
„ the Financial Department.
„ the Ecclesiastical Department.
„ the Marine Department.
„ the Public Department, with copy of note by the Hon'ble Sir Henry Bliss.

Accompaniment to G.O., No. 3163 W., dated 9th December 1898.

I.

STATEMENT I—showing the Municipalities that have fire-engines and the measures adopted to work them.

Municipalities.	Number, cost and description of fire-engines in use.	By whom worked.	Remarks by Chairmen.
Vizagapatam ..	One engine, not in working order, steps taken to repair it.	None trained to work the engine; Council unable to entertain special staff.	Hydrants to be provided in new water works.
Cocanada ..	One engine, price Rs. 1,261-9-2.	Engineer, Port Conservancy Department, and the Municipal maistri.	....
Masulipatam ..	One engine ..	Municipal overseer	Water-supply good everywhere.
Cuddapah ..	One engine of a very old type.	Waterworks overseer	Another engine considered necessary; funds not available.
Bellary ..	Two small engines, Rs 500 each.	A lascar. Municipal peons to be trained The Council desire that the Police should also be trained.	One engine kept at the Municipal office, the other at the Police station.
Coimbatore ..	Two engines cost Rs. 1,279	Municipal employés	One engine at Municipal office, the other to be removed from taluk office to the Police head-quarter office.
Salem ..	One engine ..	Municipal overseer	General scarcity of water in dry season.
Calicut ..	A provision of Rs 1,500 made for the purchase of an engine.	....	Water-supply adequate.
Cochin ..	Two engines, 1 manual of 16 men power, 20 years old, and the other bought in 1894 for Rs. 962.	A Municipal carpenter and fitter keeps them in order	Engines at the Municipal office. Supply of water abundant everywhere.
Tellicherry ..	One engine ..	Municipal overseer	Water-supply—Wells and a tank.
Mangalore .	Three engines ..	Two in charge of the Municipal Sanitary Staff and 1 in charge of the Town Police.	Besides these the Basel Mission have 3 or 4 at their several establishments.
Tanjore ..	One engine ..	Steps taken to put it in charge of the Police.	....
Trichinopoly ..	Do. ..	The Police	....
Tuticorin ..	One small engine ..	Public Works maistri with coolies engaged for the time.	Water-supply defective in the town. The engine is useful where water-supply is available near.

II.

STATEMENT II—showing the Municipalities which, for want of funds and deficiency of water-supply or other cause detailed in column 3, are not in a position to procure fire-engines.

Municipalities.	Number of Public buildings therein	Remarks by the local authorities (the Chairmen).	Remarks.
Bimlipatam	10	....	
Berhampur	16	....	
Anakapalle	2	....	
Ellore	11	Collector's remarks—"A fire-engine would be a boon to the town" "The Chairman's apprehension about the scantiness of water-supply during the summer months is only partly well founded."	
Nellore	26	....	
Guntúr .. .	8	....	
Anantapur .. .	16	..	
Adóni	6	No fire-engine necessary as there are 30 hydrants in the town, which are specially intended to guard against accidents by fire. All the buildings in the town have mud roofs, and the Sanitary Engineer considers a fire-engine not necessary for the town.	
Walajapet	1	....	
Gudiyáttam	5	....	
Vániyambadi	6	Water-supply ample, funds available; but the Council sees no necessity for a fire-engine.	
Karúr	6	....	
Coonoor	8	The Council has no means to buy an engine; and no special measures are considered necessary for protecting buildings from fire in the town	
Cannanore	13	Water-supply ample, but Council has no funds and there are 3 fire-engines belonging to others in the town.	
Conjeeveram	5	No fire-engine necessary as the town has fountains and hydrants	
Tiruvannamalai ..	3	.. .	
Cuddalore	13	....	
Palni	2	....	
Srivilliputtúr	2	....	

III.

STATEMENT III—showing the Municipalities which on account of want of funds *alone* are not in a position to procure fire-engines.

Municipalities.	Number of public buildings therein.	Remarks by local authorities (the Chairmen).	Remarks.
Chicacole	10	....	
Rajahmundry ..	18	....	
Ongole	9	....	
Kurnool	16	Water-supply good.	
Tirupati	7	Water-supply sufficient.	
Tiruppattúr	15	Do.	
Ootacamund	106	Do.	Government house and Army Head-Quarters have, it is understood, been already provided with fire-engines.
Palghat	7	Supply of water reasonably good; the Council proposes to buy a fire-engine when funds are available.	
Negapatam	13	....	
Máyavaram	3	....	
Chidambaram	2	....	
Chingleput	14	....	
Mannárgudi	8	....	
Periyakulam	4	59 per cent. of the houses thatched; fire of frequent occurrence; water-supply sufficient to work a fire-engine.	
Dindigul	7	....	
Palamcottah	11	....	

IV.

STATEMENT IV—showing the Municipalities which on account of deficient water-supply *alone* are not in a position to procure fire-engines.

Municipalities.	Number of public buildings therein.	Remarks by the local authorities (the Chairmen).	Remarks.
Parlákimedi	5	....	
Vizianagram	8	....	
Bezwada .. .	20	Purchase of an engine not considered advisable until the water-supply scheme is introduced.	
Erode	11	....	
Vellore	19	....	
Kumbakónam	14	The Council will purchase an engine on the completion of the water-supply scheme The Collector remarks that the town as it is has a copious supply of water to work a fire-engine.	
Srírangam	2	Collector's remarks —"The question (of purchasing an engine) can be considered when the water-works scheme for this town is finally settled"	
Madura	25	Water-supply at present cost is not available at nights, Council not prepared to expend money on improving water-supply in order to buy fire-engines The Collector disagrees and considers that such a large town should have fire-engines	
Tinnevelly	9	Purchase of an engine to be considered after completion of the water-supply scheme.	

ORDER—No. 116 M., dated 25th January 1899.

Communicated to all Presidents of District Boards and Chairmen of Municipal Councils, the President of the Municipal Commission, Madras, the Sanitary Commissioner and the Sanitary Engineer, for information and guidance.

(True Extract.)

H. TREMENHEERE,
Secretary to Government.

To all Presidents of District Boards.
„ all Chairmen of Municipal Councils.
„ the President, Municipal Commission, Madras.
„ the Sanitary Commissioner.
„ the Sanitary Engineer.

Lxd. C. M Thumbuswamy

submitted

that Proc^s 13889-90 dated 347-96

30/1/1 (Sl 2) two hand power Engines were sanctioned on enquiry as to whether not also be to purchase a fire Engine ~~for either~~ the event of the cost of not being beyond means of the Board (2) For the City of alone the purchase manual Fire Engines Hence sanctioned in Proc 11265-5½ dy 12/3/90 (Sl 7). -J 347-96

(3) The present question ed by the Chief Engineer tes to the purchase of ~~Secun~~ fire Engines ~~proposed~~ both the Cities of Bangalore Mysore. ~~proposed by the Engineer~~. Para 2 of the se drafts suggests a

reference to the
Mysore
in regard to the
cost of a Steam fire Engine
in the event of one being
supplied to it as in the case
of Bangalore, but making no
reference to the previous enquiry

(4) If so decided,
the following expression
will be added at the end of para 2
of the draft, which will make
it consistent with the previous ord

"In the event
of its being beyond the
means of the Board (vide
~~Proceedings~~) Pro-cl 1388/1-90 dt
347-96 dt
30/6/97)

Submitted

(17)

Memo

Fire Engines for Bangalore

In April 1897 applications were received from two firms in Karachi and London offering to supply Fire Engines for the Fort. They were forwarded to the Secy D.P.W. for disposal. On this subject the Chief-Engineer (Col: Bowen) submitted to the Dewan for Orders, a Memo dated 18/5/97 in which the principal points stated were

i. that it was best to purchase one of Merryweather's Greenwich Steam Fire Engines averaging in price from £500 upwards

ii. that a driver and fireman would have to be engaged permanently

iii that he hoped to enlist a batch of the Bangalore Volunteers for the service of the Fire Engine

& iv that he also hoped that the Station Municipality would assist in organizing a sort of Amateur Fire Brigade, and that they might perhaps agree to bear half the cost of establishment & maintce.

On this the Dewan ordered on 1/12/47 as follows:-
"Genl: Depts
This is a quasi-Municipal affair, about which the Municipality should be consulted
Govt: will find the Engine
Can't the Reserve Police be trained to work it. Please elaborate a workable scheme."

2 In accordance with the above the Municl: President and the Inspector Genl of Police were consulted. The former stated that there were no volunteers in the City, & that the C & M Station might carry the idea out & hopes that the Chief Engineer's proposal about ½ the cost might be agreed to by Municipality. In addition, he proposed that in the City the Reserve Police might be trained to Fire Brigade work. On further being asked whether the City Municipality was prepared to bear the whole or any and what portion of the cost of maintaining the Engine if Govt: should provide one, the President stated that the Commrs were prepared to bear a moiety of the cost.

3 The Inspector Genl of Police suggested that two batches of men - one from the Bandi: Spl Reserve and the other from the Band City Police

might be trained to work the Engine. On these papers the Deward ordered as follows on 17/6/98:- "The Scheme sho be elaborated in the D.P.W. I would have (in consultation with the Resdt) a joint-scheme for the Station & the City. It wd be less costly and more effectual than a separate scheme for the City. The D.P.W. will please do needful."

4 The correspondence has been transferred to the D.P.W. for the elaboration of a scheme and the needful being done the Chief-Engineer (Col. Campbell) has now sent the letter wh is under reference. In the letter he states that a joint-scheme is likely to lead to complications and friction and that though such a scheme would be less costly he cannot see how it can be more effectual As regards the elaboration of a scheme he states that one Fire Engine will be enough for the City and that all that has to be done is to find out whether the City are willing to pay the cost of maintaining it

BR 14/7/98

5 In connection with it is it may be stated that in P20 no. 11245-5½ L.T. 547-96 of 12/3/98 (Sl 7) Govt authorized the D. City Duty to purchase a Steam Road Roller and 2 manual metallic fire Engines at a probable cost of £912 on the understanding that the funds permit of such purchase without the prescribed minimum balance being

BR 14/7/98

6

The question is whether it should be a joint release or. The present City Engr is in favor of a separate release for the City.

Sealed & Reserve

C

13882. 18-7-98

7 I agree with the Chief Engr. that Lord Enfield we should make an arrangement with the City by which the separate funds —

GP

25-7-98

8 Draft ready & submitted before issue

C

2678/98

Drafted 25/8

Memo (cont?)

9 The President was accordingly requested to report as to the Board's ability and willingness to provide the requisite funds both for the purchase and maintenance of the Fire Engine.

10 In reply the President submits a copy of the Board's resolution wherein they express their inability to bear the cost of the Fire Engine as well as that of its up-keep, and their willingness to bear a moiety of the latter if the Engine is provided at Govt cost, as they agreed to do on 24/2/98

Submitted for orders as to whether the draft letter below containing the Secy's remarks + Decision under 9/13 9 00 be now issued?

Orig 3/11/00

Docket- No 4216/347-96/ 18-9-00

1 to the 2nd Councillor. Fire-engine proposed £500. As ordered by the Council, the Revenue was asked if it could find funds for purchase as well as maintenance. Board now say that they are to bear half the cost of its up only.

In the 16th Feb 1898 the Board asked whether they could bear the cost of maintenance in or in part, of a fire-Engine applied (Serial No 8) and ~~and~~ resolved on the 24th that they were prepared to half the cost. They now refer resolution.

6/11/00

No further action is necessary

[signature]

Subd to the Offg Dewan
with refce to his previous
orders on the subject.

19/11/08

15522

[illegible]

15 On March 1902

however, the Chief Engineer
submitted a memo to the
Dewan for orders laying
stress on the necessity of

purchasing a good fire-
Engine for the Bangalore
City and suggesting that
an Engine ~~may~~ might be
purchased from Provincial
funds at a cost of Rs 10,000/-
As regards its location &
management, the Chief
Engineer added as follows:-

"The Engine will be
in charge of the Water
Supply Division and
housed near that Division
work-shop, which is
a sufficiently central
spot. No extra cost for
staff would be necessary,
there being always 2 or 3
men in the workshop fit
to look after and drive
the Engine. A small
fire brigade could easily
be formed from the
water Supply staff and
transport Coolies or

or entirely from
who could 'supply horses".

"There is telephonic communication at the exchange (which is in the Division Office) with all the Police Stations and with the Transport Lines, and with all the principal Government offices".

16 On that memo the Dewan observed as follows:-

" × × ×

Where is the money to come from? If an extra grant is wanted it must lie over till the next Budget which may contain a provision for this".

17 The Chief Engineer was therefore requested to state whether the cost

of

Letter no 1674 & 12.2.07
12347-96

of the Engine could be met from the current year's P.W.D Budget grants or whether the same would be provided for in the next year's Budget

10 In reply the Chief Engineer states in his letter no. 2173 of 15th ~~instant~~ April 1902 that as a large saving on the Provincial P.W. grant for the current year is anticipated, there will be no difficulty in providing therefrom the sum of Rs 10000/- required for the purchase of the Fire Engine, which will be ordered as soon as sanction is received.

19 Submitted for orders ~~as to~~ as to whether the purchase of the Fire Engine may be sanctioned and the Military Assistants opinion called for in regard

to the Chief Engineer's suggestion of forming a fire brigade from the Transport Corps.

Sig. 26/4/02

29/4/1902

The Deputy

Recd 2 5 02 4341

Sir,

This is a time when all our resources have to be conserved - This may be true and will be the case this year when we may reconsider this question

8. VII. 02

Received 10/7/02

Ans 11/7/02

A-S ch

Ord ch 11/7/02

11/7

Read again -

Govt: Progs: No 17244-7 / L7 347-96

dated the 30th June 1898 in regard to the supplying of the Bangalore and Mysore Cities with fire Engines

---

Read -

Letter No 3723 dated the 4th July 1898 from the Chief Engineer of Mysore offering his views on the suggestion, made in para (1) of the Progs: read above, regarding having a joint scheme for the Station and the City Municipalities of Bangalore

Order thereon

Govt: agree with the Chief Engineer as regards the

well every

scheme, and consider that

with large extensions they

should make their own arrange-

ments, the City Mt provid-

ing the requisite funds

Secy

Orig 31/8/00

To

The Chief Engr

Presy Bangalore City

Mc Commrs

Read:-

Correspondence ending with the Chief Engineer's letter No.3723 d/ 4th July 1898, in regard to the purchase of a Fire Engine for the Bangalore City Munty.

Order thereon

Applications having been received in April 1897 from certain Firms in India and England for the supply of Fire Engines to Govt., the Chief Engineer (Col. Bowen) recommended the purchase of one of Merryweather's Greenwich Steam Fire Engines averaging in price from £ 500 upwards and the permanent employment of a Driver and Fireman and he hoped that the C & M Stn Munty would assist in organizing a sort of amateur Fire Brigade and that they might perhaps agree to bear half the cost of establishment and maintenance.

2. The President of the City Munty. and the Inspector-General of Police having been consulted, in regard to the cost and working of the Fire Engine, in the event of one being supplied by Govt., the former advocated the purchase also of 2 manual Fire Engines for use in lanes where the large sized one, referred to, could not be taken and suggested that the Reserve Police might be trained to Fire Brigade work and that the Conservancy Overseers and peons might also be trained in view to help them and to work and manipulate the two smaller Engines

Ed R- Offg Dewan. Govt has already agd many times to the purchase of a fire engine from Merryweather & Sons. If the municipality is unfortunate enough to financial expenditure, the matter may be reserved for consideration in future. Let final orders issue. 13/9/00

sanctioned in Pro. 1245-5½/L.F. 247-98 d/ March 1898

He added that the Muni Commn agreed to bear a moiety of the cost of maintaining the Greenwich Fire Engine, if Govt should purchase one for the Bangalore City. The Inspector-General of Police suggested that as the Special Reserve men would not always be available for working the Engine, 2 batches of men, one from the Bangalore Special Reserve and another from City Police, might be trained for the work.

3 The correspondence having been subsequently sent to the Chief Engineer, with certain suggestions for the elaboration of the scheme, that Officer (Col. Campbell) states that a joint scheme for the City and Stn Munties is likely to lead to complications and friction and that though such a scheme might be less costly, it cannot be more effectual. The Govt. agree with the Chief Engineer regarding the inexpediency of having a joint scheme for the 2 Munties and consider that with the large extensions the City Munty should have a separate scheme for itself. The Govt request that the Chief Engineer will arrange for the purchase of a Greenwich Fire Engine at the cost of Govt and for its supply to the City Munty and that the annual cost of establishment and maintenance be borne in equal proportions from Muni and Provl funds.

(4) The Govt are also pleased to approve of the proposals made by the Inspector-General of Police and the President of the City Munty for training men for working the Fire Engine directed to be purchased.

Secretary.

Dng 12/9/10

To

The Chief Engineer.
"
" Presd , Bangalore City Munty.
" Comptroller.
The I.G. of Police

N.F.

Telegraphic Address :—"SHALLIS, BOMBAY." | A B C & A-I Code Used

gent

...O R

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A...ion Metal Co.
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F. W. SHALLIS,

Engineer,

Marine Street,

BOMBAY, 5th March 189 7

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...he Private Secretary,

To H. H. The Maharaja of Mysore,

M Y S O R E .

Mysore
49 & 96
1

Sir,

Enclosed I have pleasure in handing you my illustrated catalogue of Pumping machinery. I would particularly draw your attention to the illustration of the hand fire pump on page 18,. This pump is largely used by Mufussil Municipalities and is well known throughout the country I recently supplied the fire pump and fire service material to the Mysor Spinning & Mfg. Co,.

Soliciting your kind enquiries which shall have my prompt attention

Yours faithfully

PER. F. W. SHALLIS.

P/1

F. W. SHALLIS., Engineer, BOMBAY.

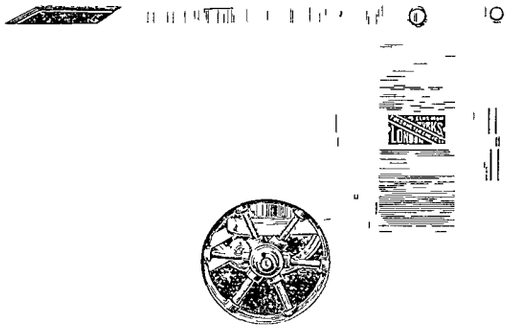
IMPROVED SIX-INCH

DOUBLE BRASS BARREL PORTABLE FIRE MACHINE

OR

LIFT AND FORCE PUMP

For General use.



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It is also provided with brass couplings for connecting the suction and delivery hose ; the whole is mounted on r strong wheels with a drag handle and turn-carriage The turn carriage will be found very convenient for passing Engine freely round, or moving it from one situation to another. The pump itself can be easily disconnected from carriage and bolted down as a fixture to timber or stone.

The wheels of these portable pumps are 15 dia. by 3 on face, and are made of a strong but neat design, as illustrated.

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Do. do. not in position, 4 ft 6 ins long by 2 ft 6 ins. wide. **Weight about 7 cwts**

PORTABLE CANVAS TANKS. These canvas tanks dispense with the old cumbersome type of iron tanks hich surround the barrels of the pump and are invaluable when the well or water supply are not sufficiently near pump from direct. When not in use it collapses and is strapped to the side of the pump, rendering it a most eful and valuable adjunct in case of emergency.

No establishment of importance should be without such a safeguard, as this Engine has frequently proved itself to be, in case of fire.

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ith two 6 inch Brass Barrels for about 3,500 gallons per hour ... Rs.
ction Hose .. ..per foot ,,

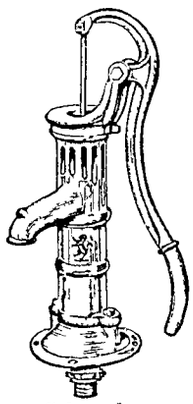
Canvas Delivery Hose .. per foot Rs.
Brass Couplings ... ... per pair ,,
Copper Branch Pipe and Brass Jet ...

Special quotations for a large Supply

All materials used are of the best, and the whole carefully fitted together by experienced workmen

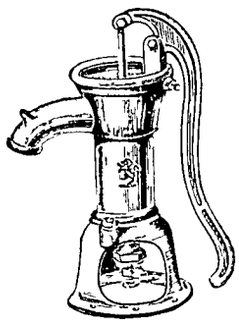
F. W. SHALLIS, Engineer, BOMBAY.

No. 21.



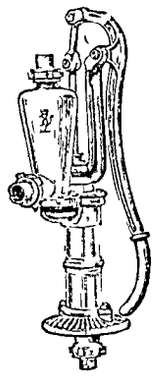
Colonial or Cistern Lift ump

No 14



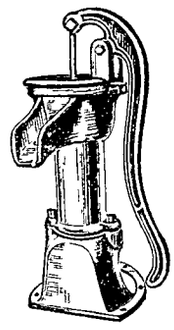
Pitcher Spout Lift Pump

No 27.



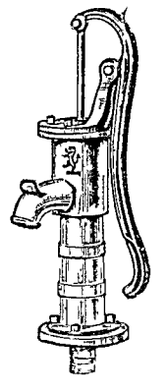
Colonial Lift and Force Pump

No 15



Pitcher Spout Lift Pump

No. 22.



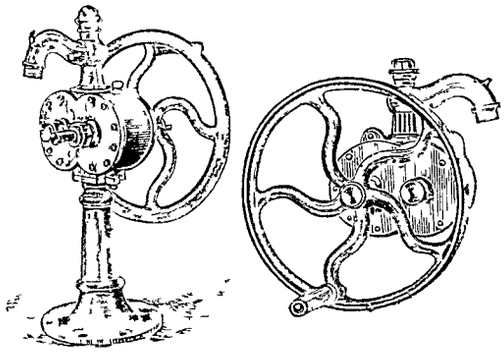
Lift Pump

PORTABLE WAREHOUSE FIRE ENGINE AND GARDEN PUMPS

Suitable for Hotels Warehouses and Public Buildings This Pump is surrounded by a cylindrical iron tank for water, and is fitted with a rubber hose and nozzle It can be manipulated by one man, and is the handiest portable Hand Fire Engine in the Market.

Pumps of every description kept in stock at

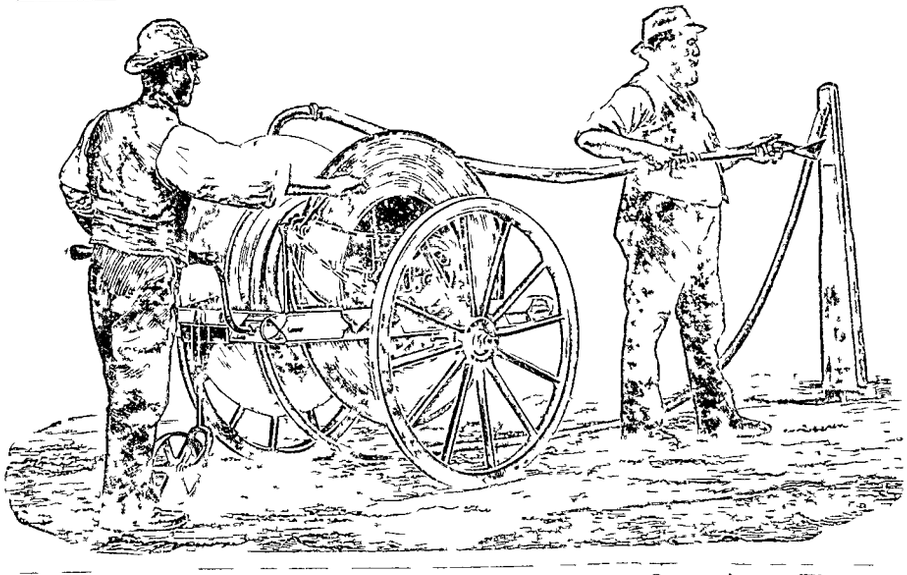
9, MARINE STREET, BOMBAY



ROTARY LIFT & FORCE PUMPS

700 to 2,500 gallons per hour.

Boiler feed pumps Pulsometers Centrifugal and Duplex pumps SEE SEPARATE LISTS.



HYDRAULIC HOSE REEL FOR MUNICIPAL REQUIREMENTS FIRE EXTINCTION IN MILLS, WAREHOUSES AND PUBLIC INSTITUTIONS

This apparatus is composed of a drum mounted on a wooden frame and three wheels, on which is wound any length of Indian Rubber Hose one end being connected to the stand-post or pump

These reels are made in several sizes, and if necessary can be made to fix on a wall

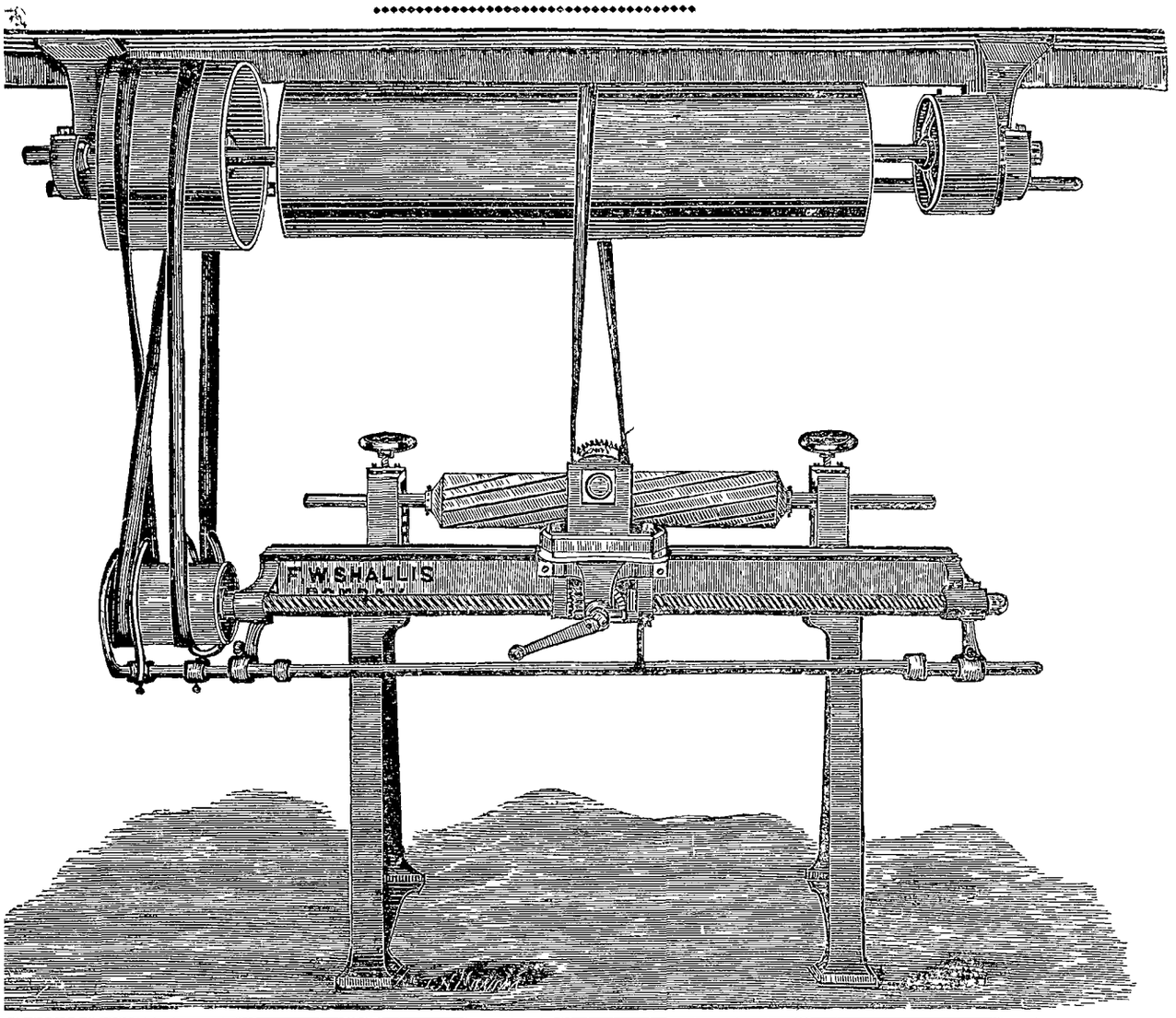
PRICES UPON APPLICATION

When ordering Pumps please give the following information The number of gallons to be raised per hour. The depth of the water below ground. The height to which the water is to be raised.

F. W. SHALLIS, Engineer, BOMBAY.

SHALLIS'S

›roved Self=acting Groove Cutting Machine, for the Leather Rollers of Cotton Gins.



THE GROOVE CUTTING MACHINE, illustrated above, has been designed specially for accurately cutting the grooves in the er rollers of cotton gins. It dispenses with the use of the ordinary lathe usually required for that purpose, and it performs ork much more rapidly and with greater accuracy. By the use of this machine the leather rollers of the cotton gins are s kept in good order, and experience has proved that by their condition and accuracy the leather rollers give an increased rn of cleaned cotton from each gin. Each machine is supplied, as illustrated (excepting the leather belts), with overhead driving motion, fast and loose pulleys and brackets complete The machine is self-acting, but, when required, the headstock ing the revolving cutter can be worked by hand. By an arrangement of swivelling headstock, the groove can be cut in the er roller in any direction and at any angle. The brackets carrying the leather roller are also adjustable, which allows of the ine being suitable for any size of roller up to nine inches in diameter The machine is capable of cutting the grooves in the er rollers of **125 gins in a day of 12 hours** An idea of the utility of the machine can be formed from the following nonial received from the purchaser of the first one supplied.

W. SHALLIS, Esq.

DEAR SIR,—I am glad to certify that the Groove Cutting Machine supplied by you gives us every satisfaction. With factory of 110 gins we now groove the rollers daily, whereas it took us three days on the same work at a cost of Rs 24, ist a cost now of As. 4 only. The machine works so accurately that the increased out-turn from each gin is **4 lbs. per gin hour** above last year.

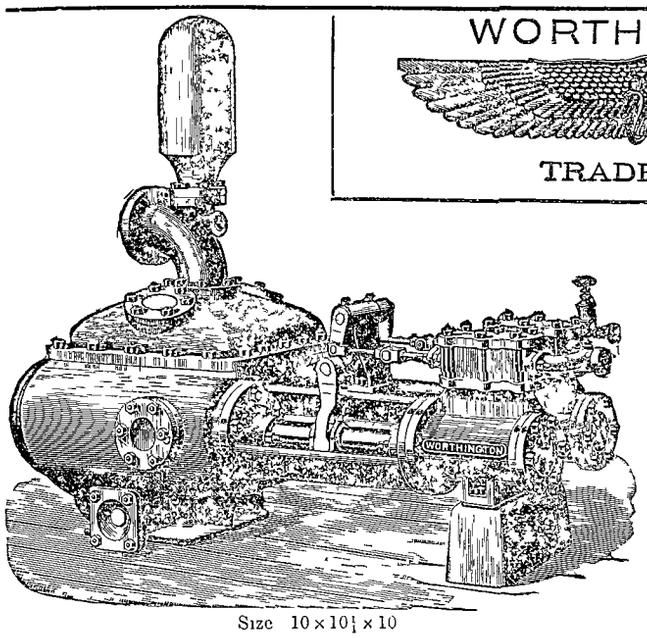
(Signed)

(The original of the above testimonial can be seen at any time).

F. W. SHALLIS, Engineer, BOMBAY.

WORTHINGTON.

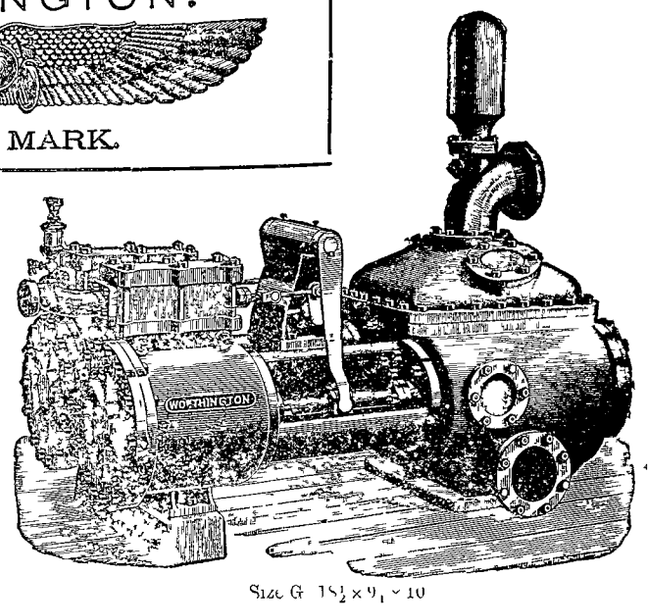
TRADE MARK.



Size 10 × 10½ × 10

WORTHINGTON LOW SERVICE PUMP.

THESE Machines were designed for use in connection with Railroad Water Stations Oil Tanks Oil Refineries and other places where the fluid is to be raised to a moderate height with ordinary steam pressure These patterns have plungers or water pistons nearly or quite the diameter of their steam pistons They cannot therefore feed their own boilers but can be fitted at small additional cost, with an "enl feed" attached to the end of one of the water cylinders



Size G 15½ × 9½ × 10

THE WORTHINGTON FIRE PUMP.

As adopted in Mills and other Factories in connection with the fire service and automatic sprinklers It is recommended by the leading fire Insurance offices.

In this pattern the valve areas and water passages are unusually large, to insure the complete filling of the pump cylinders with water when the machine is running at its greatest speed

WORTHINGTON REGULAR PATTERN PUMP.

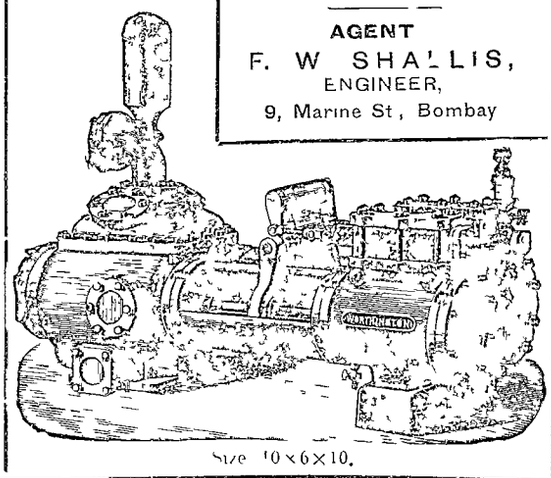
THIS Worthington Pump of ordinary pattern, having two double-acting plungers and fitted with water valves of rubber or metal, as required These pumps are designed for boiler feeding, fire, hydraulic elevator and general service, where the steam and water pressure does not exceed 160lbs The stated capacities of the pumps given are based upon a piston speed of about 60 to 100 feet per minute In case of fire or other emergency this speed can be considerably increased

As one or the other of the steam valves must be always open, there can be no dead point. The pump is therefore always ready to start when the steam is admitted and is managed by the simple opening and shutting of the throttle valve

WORTHINGTON PUMPING ENGINE COMPANY.

AGENT

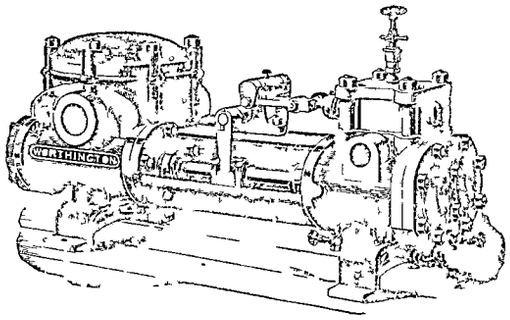
F. W SHALLIS,
ENGINEER,
9, Marine St, Bombay



Size 10 × 6 × 10.

LIST OF SIZES OF REGULAR PATTERN PUMPS

Steam Cylinder	Water Cylinder	Length of Stroke	Gallons per Minute, Solid Plunger			PIPE Suction	PIPE Delivery
2	1½	1½	1	to	4	1	¾
3	1½	3	4	to	9	1½	1
3	1	3	5	to	13	1½	1
	2	3	6	to	15	1¼	1
1¾	2¾	3	17	to	34	2	2
2¼	3½	5	34	to	60	2	2½
6	4	6	51	to	80	3	3
6	4½	6	60	to	100	4	3
7½	4½	6	65	to	100	4	3
7	5	6	80	to	120	4	3
7½	5	6	80	to	120	4	3
7½	5½	6	80	to	120	4	3
7½	5½	10	85	to	140	4	3
9	5½	10	115	to	190	4	3
10	6	10	150	to	250	5	4
10	7	10	200	to	340	6	5
12	7	10	200	to	340	6	5
11	7	10	200	to	340	6	5
12	8½	10	315	to	500	6	5
14	8½	10	315	to	500	6	5
16	8½	10	315	to	500	6	5
18	8½	10	315	to	500	6	5
20	8	10	315	to	500	6	5
12	10½	10	440	to	740	8	6
14	10½	10	440	to	740	8	6
16	10½	10	440	to	740	8	6

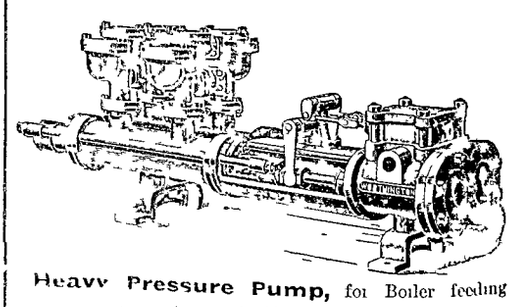


Ordinary Boiler Feed Pump, for Boiler up to 160lbs pressure

THE WORTHINGTON BOILER FEED PUMPS.

THESE Pumps are made in two sizes—one feeding boilers up to the ordinary pressure of say 160lbs and the other a special pattern for boiler pressures up to 300lbs per square inch

In the arrangement of the working parts of these pumps every endeavour has been made to secure simplicity, accessibility for inspection and adjustment, and a minimum of clearance combined with great

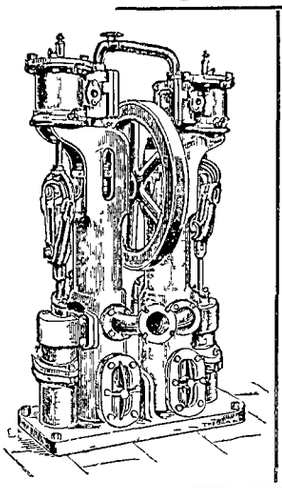


Heavy Pressure Pump, for Boiler feeding up to 300lbs pressure.

When ordering state for what purpose the pump is required if for boiler feeding state size of Boiler

F. W. SHALLIS, Engineer, BOMBAY.

VERTICAL STEAM PUMP FOR FEEDING BOILERS AND GENERAL PURPOSES.



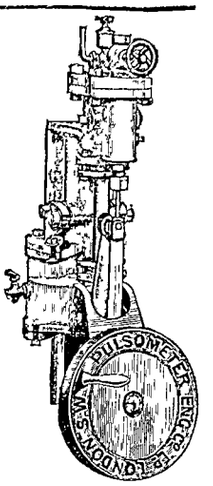
These Pumps are made with a single or double Ram, or quadruple, acting as illustrated

This design is simple, compact, strong and durable, and all the parts are adjustable and easy of access. It is also fitted with steel piston rods, and the crankshafts, cranks and pins are in one forging, and are of best hammered scrap bent by Hydraulic pressure. Each pump is carefully tested.

They are made in several sizes, for raising from 400 to 2,500 gallons of water per hour or for feeding boilers ranging from 20 up to 1,500 horse-power

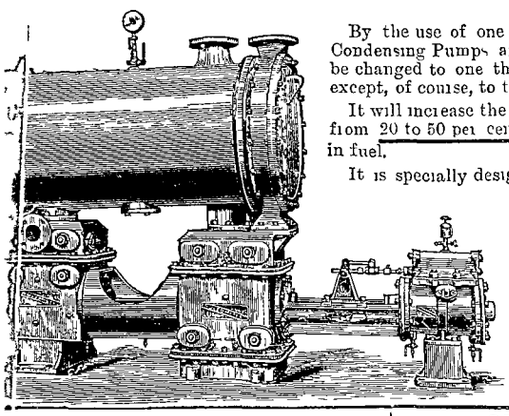
THE "CARYL" DONKEY PUMP.

(TRADE MARK)



The Pump as shown is a simple and substantial job, and possesses the following advantages among others —Working parts few in number, thus reducing liability to derangement to minimum, *ram and piston rod, valves and seats, and glands are of gun-metal, fly wheel fitted with handle in pumping when steam is down,* suction branch at the most convenient position at bottom, discharge branch at either side

Illustration of arrangement with Surface Condenser.



"DEANE" INDEPENDENT CONDENSING APPARATUS.

By the use of one of the 'Deane' Patent Independent Condensing Pumps an ordinary high pressure engine can be changed to one that condenses, without any alteration, except, of course, to the exhaust pipe.

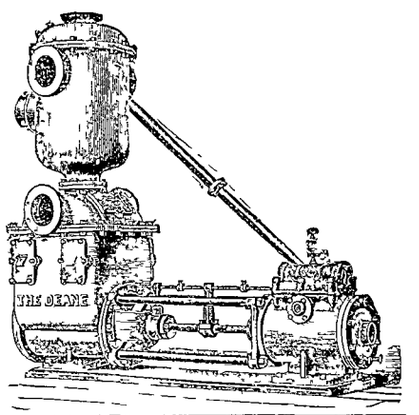
It will increase the power of any non-condensing engine from 20 to 50 per cent, or make a corresponding saving in fuel.

It is specially designed for use with the modern engine, in which high speed renders the use of mechanically-connected pumps very undesirable.

Two or more engines can be connected with one condenser, and either can be stopped without interfering with the other.

From one gallon to one and a half gallon of injection water is required per minute per horse-power, depending upon the temperature of the water etc.

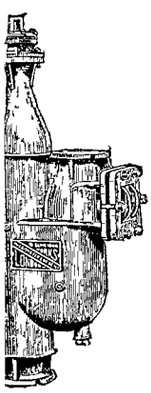
Illustration of arrangement with Jet Condenser.



THE "CRITON" STEAM PUMP.

(REGISTERED TRADE MARK)

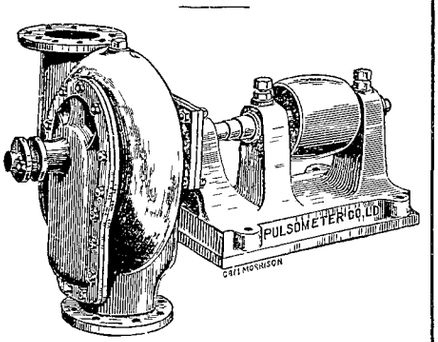
(PROTECTED BY NUMEROUS PATENTS)



This Pump is designed for situations where a cheaper form of apparatus than the Pulsometer is desired. The steam valve gives more favourable results as regards steam economy than that of any competing apparatus Will work on lifts of 100 feet or more with suitable steam pressure. Owing to the simple form, it is adapted for special valves—balls for examples—when very thick, or even fibrous liquids and semi-liquids have to be pumped.

A STOCK KEPT

CENTRIFUGAL PUMP.

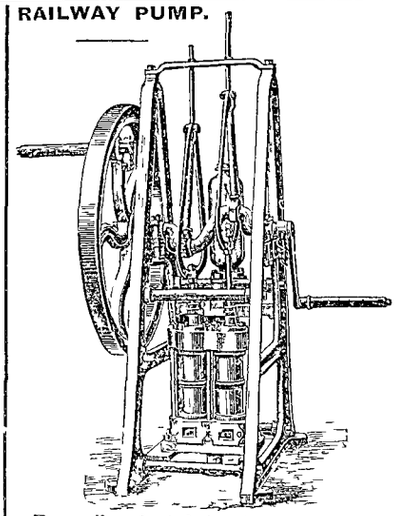


DOUBLE STANDARD PATTERN

From the illustrations it will be seen that the side plate of these pumps can be removed and the interior of pump inspected without having *to break the joints of either Suction or Discharge Pipes* The pump takes its suction in on each side

To raise from 150 to 11 000 gallons of water per minute.

RAILWAY PUMP.



Especially adapted for feeding tank s and house supply

All materials used are of the best, and the whole carefully, fitted together by experienced workmen.

F. W. SHALLIS, Engineer, BOMBAY.

The "Deane" Patent Steam Pump,

For Feeding Boilers, Fire Service, Low Pressure Supply, or Forcing Water under Heavy Pressure or Condensing purposes.

Diam. of Steam Cylinder in Inches	Diam. of Water Cylinder in Inches.	Usual Length of Stroke in Inches.	Approximate Delivery, in Gallons, per hour, at given speed	Size of Steam Pipe, Inches	Size of Exhaust Pipe, Inches	Size of Suction and Discharge Pipes, Inches
*† 4	2¼	10	1 200 galls	½	¾	1½
*† 5½	3¼	10	2 000 „	¾	1	2½
† 5½	3½	10	2 800 „	¾	1	2½
* 5½	2¼	10	1 200 „	¾	1	1½
*† 7½	4½	10	4 000 „	1	1½	3½
† 7½	5	10	5 000 „	1	1½	3½
9	5	12	5 000 „	1½	2	3
† 9	6	12	7 800 „	1½	2	4
† 9	7	12	9 700 „	1½	2	5
* 10	5	12	5 000 „	1½	2	3½
*†10	6	12	7 800 „	1½	2	4
†10	7	12	9,700 „	1½	2	5
*†12	6	18	7 800 „	2	2½	5
12	7	18	9,700 „	2	2½	5
†12	8	18	13 000 „	2	2½	6
†14	10	24	20 000 „	2	2½	8
14	12	24	30 000 „	2	2½	9
†16	10	24	20,000 „	3	3½	8
†16	12	24	30 000 „	3	3½	9
20	14	24	40,000 „	3½	4	10
24	18	36	60 000 „	4	5	12

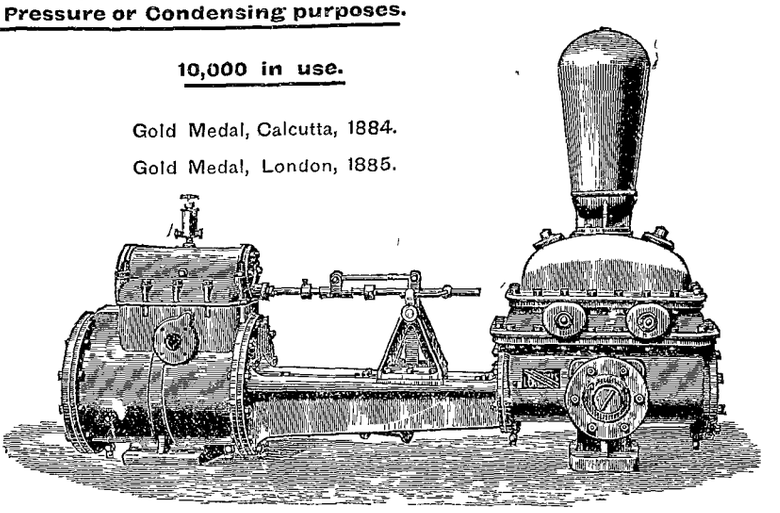
* Sizes marked thus are suitable for Boiler feeding if so ordered

† Sizes marked thus are usually in stock.

10,000 in use.

Gold Medal, Calcutta, 1884.

Gold Medal, London, 1885.



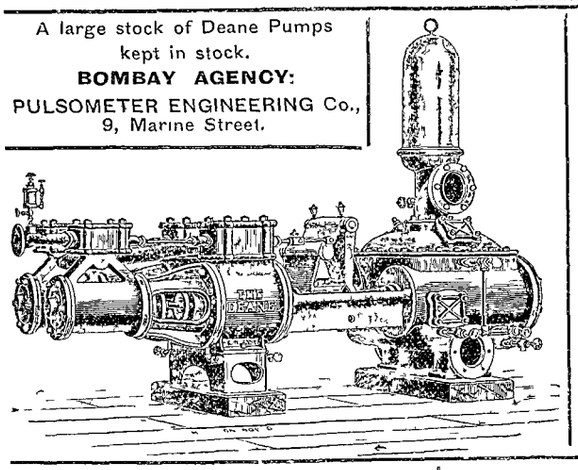
The 'Deane' Steam Pump, as illustrated above, is working in over 100 Factories in India viz. Mills, Ginning, Pressing, and other Establishments for feeding boilers or fire purposes. It is simple in design yet lacking nothing essential to a perfect Pump is in position to start at any point of stroke on the admission of steam or air, and is absolutely positive under any pressure, and can, therefore, be run at lowest speed without danger of centreing.

These Pumps are well made throughout, and are fitted with gun metal piston rod and valves and seats for boiler feeding when required. They are positive in action and much cheaper in first cost when compared with the ordinary Fly Wheel Pump besides being most economical for the amount of work performed. Each Pump is double acting and fitted with Air Vessel and the steam Cylinders are provided with lubricator and drain cocks.

A large stock of Deane Pumps kept in stock.

BOMBAY AGENCY:

PULSOMETER ENGINEERING Co.,
9, Marine Street.



"DEANE" COMPOUND DUPLEX PUMP.

ESPECIALLY ADAPTED FOR WATER WORKS AND MINING PURPOSES.

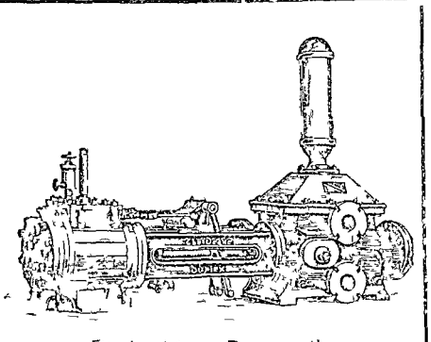
These machines are provided with an extra pair of steam cylinders the pistons of which are operated upon by the exhaust from the cylinders to which the steam is first admitted. In this way advantage is taken of expansion and the economic effect of a cut-off is realized. They are recommended for situations where economy of fuel is desirable and where the duty is constant. Small boilers may be used for these pumps, for any given duty than for the high-pressure pattern.

A condenser can be added if required. These pumps are particularly self contained and therefore only light foundations are required.

Sizes and Prices on application.

CAPACITY

From 9,000 to 76 000 gallons per hour.

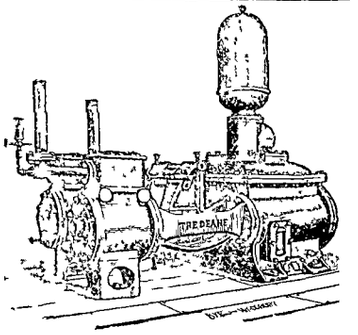


Duplex Steam Pump with Lagged Cylinder.

"DEANE" DUPLEX STEAM PUMP.

The Pumps illustrated consist of two Pumps and two Steam Cylinders placed side by side. The same valves as the simple valve used in all ordinary Engines which are of course well known to all Engineers.

The Duplex Pump is specially prepared for Low Pressure Supply Hydraulic Work &c.



Duplex Steam Pump with regular inside Plunger Pattern.

Every pump carefully tested under water and steam and a record kept of its performance.

(2)

1898

Mysore P. W. D.

No. 1634

Name of Petitioner J. Cosser & Co

Village

Taluk

District Karachi

Date of Arzi 10th April 1897

Date of Receipt 3-1-98.

Date of Disposal

No. of Enclosure nil.

8/11-1-98. P
7/4

warded to the Secy D&B
r disposal.

Lt/ C. Srinivasa Ayyar
Secy: to Govt
23/12/97 Rmd
4996
2

ABSTRACT

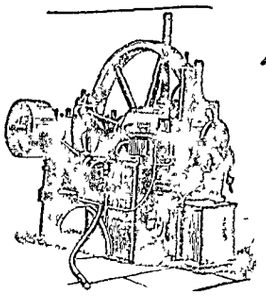
State that they have fire Engines of superior quality & that they supplied them to many of the native Princes.

Prays, that in the event of any fire Engines being found necessary for Mysore Palace they may be informed of the same

CE 10/1/98

No. 1634

No 16



OIL ENGINE

UNDER TYPE ENGINE & BO LI

PORTABLE ENGINE & BOILER.

DEWAN'S OFFICE
PETITION DEPARTMENT
G'D. No 1634 R
DATE 3-1-98

E & BOILER

SER & . E ARYSTON
ngineer

Reg'd No 2
7 JAN 98
re P.V.

Road. Iron Working. Metal. Ma

Karachi 10th April 98

Telegram Address - "COSSER-KARACHI"

The Secretary
to His Highness the Maharajah of Mysore.

Sir,

Our attention was lately dire
to a disastrous fire which occurred a
Highness' palace during festivities, w
no doubt resulted in considerable
of valuable property. We therefore t
you may be able to prevail upon
Highness to purchase one of those w
known makers — Messrs Merryweat
& Sons Portable Steam Fire Engines, S
Fire Pumps, or Hand Fire Engines, the
of which we keep in stock, in Stock
for immediate disposal.

We are forwarding you som
Illustrations with printed matter cont
these Engines & although we are unfortu
not acquainted with the nature of
require[illegible] [illegible]

10/8/98

buildings (with regard to height) on His Highness' estate. We take the liberty of forwarding Illustrations of different inventions of Messrs Merryweather & Sons in Fire Escapes.

It may interest His Highness to know that the following possess Fire Engines by Messrs Merryweather & Sons:—

The Viceroy of India
(for Viceregal Lodge at Simla
Rajah of Scindia
Nizam of Hyderabad
Thakore Sahib of Mooree
Maharajah of Kashmir
Sultan of Johore &c etc.

We sincerely trust that you will be able to point out to His Highness the necessity of a Fire Engine not only as a protection for residences & property, but as a safe guard against loss of lives, when we shall have the greatest pleasure in tendering our lowest quotation for any Engine which you may select. We would call especial attention to the "Valiant" which is the most suitable for Princes estate in India.

We are just in receipt of Specifications & Estimate—

10/1/98

of Messrs Merryweathers' latest invention:—
a Self-propelling Steam Fire Engine & should
be pleased to forward copy of same with
drawing if you think it would be
suitable for His Highness' Estate.

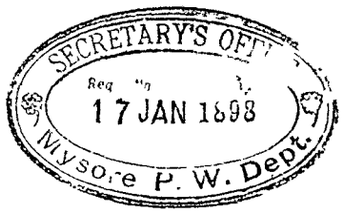
We are also sending you a copy
of our latest price list trusting it may
prove useful when requiring articles in
our line.

Awaiting your esteemed reply
We have the honor to be.
Sir,
Your most obedient Servant

JHS

H Merryweather

10/1/98


SECRETARY'S OFF
17 JAN 1898
Mysore P. W. Dept.

1898

No. 1635

Name of Petitioner Merryweather &

Village

Taluk

District London

Date of Arzi April 2nd 1897

Date of Receipt 3-1-98

Date of Disposal

No. of Enclosure Nil

Abstract

State that fire Engine appliances.

A Steam fire Engine
B Manual - do
C Hand fire Pumps
are available
from and that
from they would
the detailed Estimate -

10/1/98

3/11/98
14

4.9.4.20

raised to the Secy: O.B.W. 3.
for disposal
Sd/ C. Greenway a Engr
engl dept -

No. 1635 B 0166

Greenwich. Road

London: April 2nd 1897

SECRETARY'S OFFICE
Received No 230
17 JAN 1898
Mysore P.W. Dept

Telegraphic Address
IRYETHER LONDON

LETTER COMMUNICATIONS TO BE ADDRESSED TO THE FIRM
IRYWEATHER & SONS LTD

B C CODE USED

MANCHESTER BRANCH —
15 ARCADE CHAMBERS,
ST MARY'S GATE
MANCHESTER

D HONNEUR HIGHEST AWARD BRUSSELS 1888
OLD MEDAL (HIGHEST AWARD BARCELONA 1888
ORDER OF MERIT & SPECIAL MENTION MELBOURNE 1888
OLD MEDALS INVENTIONS EXHIBITION 1885 HIGHEST AWARD)
AWARD MONTREAL COMPETITION 1886

RECENT AWARDS
DIPLOMA D HONNEUR ITALIAN EXHIBITION 1887
TWO GOLD MEDALS KIMBERLEY EXHIBITION 1892
GOLD MEDAL INTERNATIONAL HORTICULTURAL EXHIBITION
GOLD MEDAL BUCHAREST EXHIBITION 1894
GOLD MEDA EMPIRE OF INDIA EXHIBITION LONDON 1895

MYSORE DEWAN'S OFFICE
PETITION DEPARTMENT
REG'D. No 1635 P.
DATE 3-1-98

Per 846 dt 11/14/1898
Forwarded to the Secretary
P.W. for disposal.
[illegible]

23-12-97.

His Highness The Maharaja of Mysore,

Bangalore.

Your Highness,

In view of [illegible] Mysore, Your Highness may have noticed [illegible] the Iron Bridge Co's present Fire Extinguishing Appliances, [illegible] the Iron Bridge Co's Book [illegible]

A. Steam Fire Engines.

B. Manual Fire Engines.

C. Hand Fire Pumps [illegible]

Should [illegible]

[illegible] Your Highness' Office [illegible]

operations for [illegible] Your Highness' [illegible]

We [illegible]

Yours [illegible]

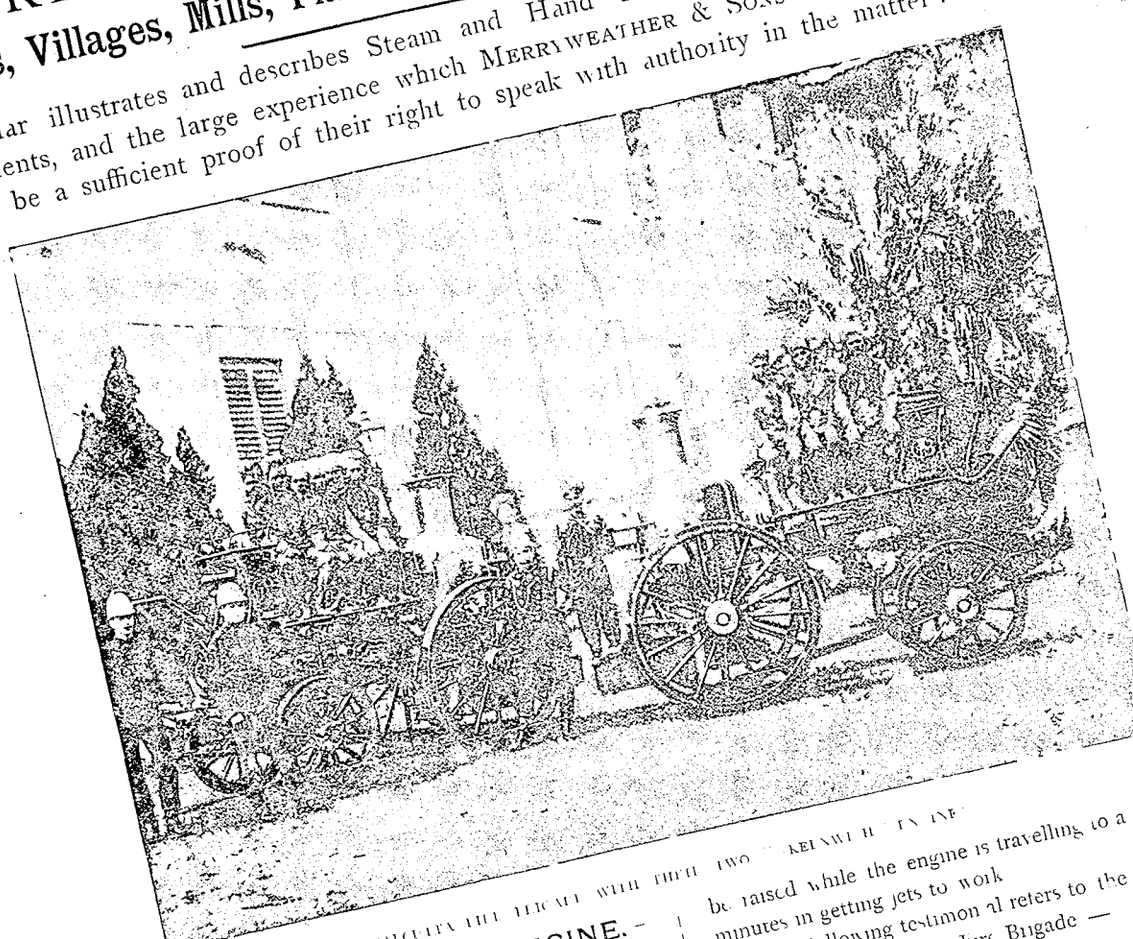
ERRYWEATHERS' INDIAN CIRCULAR.

(EAST & WEST INDIES, STRAITS SETTLEMENTS, JAVA, BORNEO, BURMA & THE EAST)

IE FIRE PROTECTION OF INDIAN CITIES,

Towns, Villages, Mills, Plantations, Residences, Factories, &c., &c.

IS Circular illustrates and describes Steam and Hand Fire Engines specially suited to Indi
requirements, and the large experience which MERRYWEATHER & SONS have had, extending into tw
ries, will be a sufficient proof of their right to speak with authority in the matter:



MODERN FIRE ENGINE WITH THREE TWO GREENWICH ENGINES

"GREENWICH" STEAM FIRE ENGINE.—

This engine, which has had an unparalleled record, both as regard
Highest awards at Exhibitions and Competitions, has already been
adopted by a number of Indian Fire Brigades by the Government
of India and by several Indian Princes It has a pair of gunmetal
pumps with large clearway valves of the same metal, and will pump
impure or salt water easily The motion is direct and the pumps
double acting, while the machinery is of such simple and strong
construction as to give little trouble even in the hands of inex
perienced persons, and a few hours instruction from an engineer
will enable anyone of ordinary intelligence to drive it efficient
The working parts are few, the piston rods are cased with brass
where necessary to prevent rust, the woodwork is of mahogany and
teak, the frame is of steel, the forecarriage is of iron and the wheels are
of iron or wood, as required The boiler is Merryweathers patent
quick steaming type, of Lowmoor or Bowling iron fitted with tube
of special metal to withstand corrosion, and steam can be raised
from cold water in from six to eight minutes from time of lighting
the fire, to full working pressure Wood or other inferior fuel can
coal is scarce The fire door is at the back and
coal bunkers being fitted, steam can
be raised while the engine is travelling to a
minutes in getting jets to work

The following testimonial refers to the
supplied to the Calcutta Fire Brigade —

"Headq

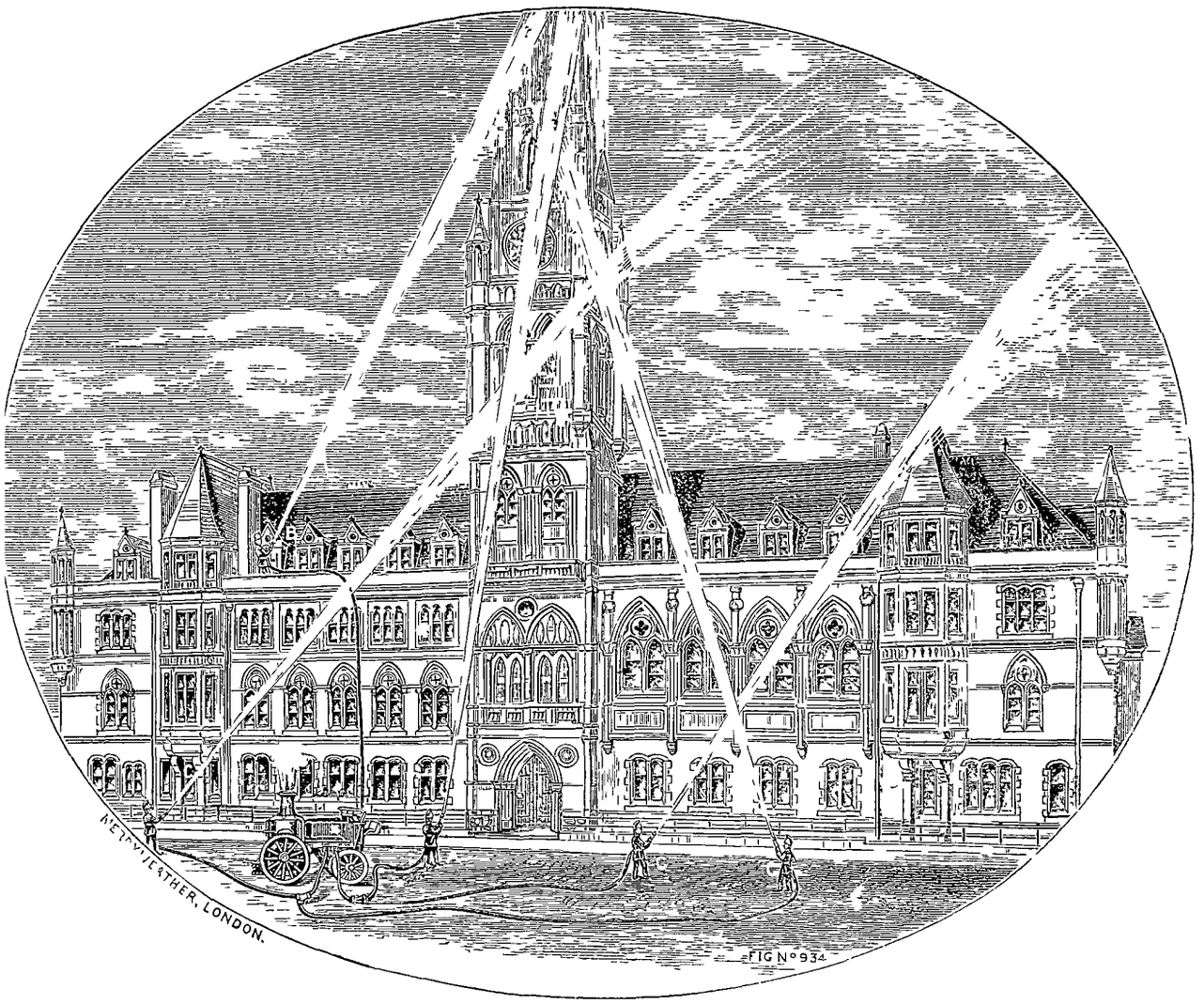
"Dear Sirs,

"Re the trial of the new steamer
gives every satisfaction it is a perfect
for our work, and fulfils the necessary
much lighter than the Bengal
of it.

"Yours faithfully
(Signed

"Inspector and I

These engines are of Sizes
respectively, but other sizes are
1200, 1400, and 1600 gallons
which will be sent on
upwards according to
and other accessories required



"GREENWICH" STEAM FIRE ENGINE THROWING JETS OVER TOWN HALL, BARROW IN FURNESS

The "Greenwich" steam fire engines supplied to India and the East include those for—

Calcutta (2 engines)

The Indian Government

(1 for the Viceregal Lodge, Simla),

(1 for the Factory, Fategarh)

Hyderabad (purchased by H H. the Nizam).

Johore (purchased by H H the Sultan)

Scindia (purchased by H H the Maharajah)

Singapore (2 large engines).

Selangor (Straits Settlements)

Burma Ruby Mines

Messrs Ralli Bros Mills, Calcutta.

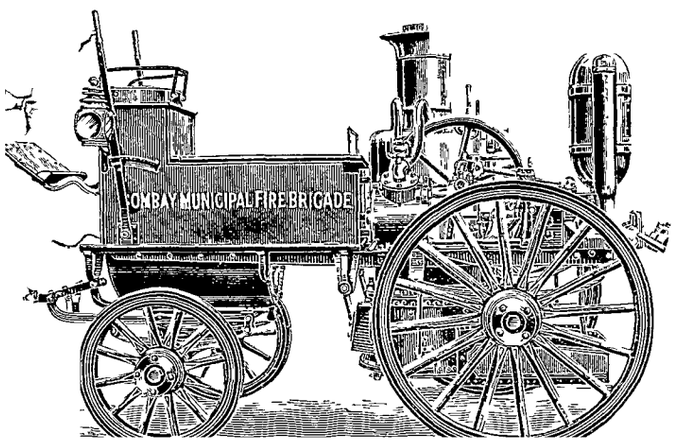
Messrs, Henderson and Sons, Calcutta

Messrs Mohr Bros' Mills, Rangoon.

Alexandria Egypt &c., &c

THE "METROPOLITAN" STEAM FIRE ENGINE.

This is a single cylinder machine, with flywheel and crank motion and was designed specially for the Metropolitan Fire Brigade, London, where 18 are in use as well as other engines of Merryweather and Sons construction The "Metropolitan' engine has similar boiler to the "Greenwich" pattern, described on page 1, but instead of the machinery being placed in front, it is bolted to ~~the frame at the side of~~ the boiler, and space is thus provided in front for a large hose box, which also forms seats for six firemen The machinery is very compact, and is so arranged that the suction and delivery hose connections and the fire door may be easily reached, as well as the steam valves, pressure gauges, &c, by one man standing at the back of the engine The machine can also be stoked while travelling to a fire, thus saving several minutes of valuable time usually occupied, with the machines of other makers, in raising steam to working pressure



ONE OF FIVE METROPOLITAN STEAMERS SUPPLIED TO BOMBAY.

The Bombay Fire Brigade has now five of these engines, each capable of throwing 360 gallons of water per minute. These machines have given full satisfaction the Brigade and to the Municipal authorities, as is proved by the following testimonial —

"BOMBAY FIRE BRIGADE,

"CHIEF FIRE STATION, BOMBAY,

"*September 14th*, 1892.

"GENTLEMEN,—The four steam fire engines supplied by you to the municipality have given every satisfaction, each of the steamers were given a severe test by working from a well with a 30ft. lift and no foot-valve to suction, through a long line of hose on to a roof 60ft. high. All the engines performed splendidly, no stoppages occurring through back pressure as I have noticed with other makers' engines, even when working with a foot valve. Other trials were gone through, ending satisfactorily.

"Yours faithfully,

"(Signed) W. NICHOLLS,

"Chief Officer'

Amongst other Authorities and Fire Brigades abroad which have purchased these engines are included :—

The Indian Government
(1 for Factory, Dum-Dum)
(1 for Kidderpore Dockyard)
Gordon Mills Co, Bombay
Calaba Jute Mills, Bombay
Messrs. H. S. King & Co Bombay.
Messrs. Ralli Bros, Calcutta.
Messrs. Burn & Co, Howrah
Bombay Municipality, 5 engines
Bilbao (Spain), 2 engines.
Valencia (Spain)
Ferrol (Spain)
Cavite (Philippine Isles)
Amsterdam (Holland)
Frankfort (Germany)
Wurzburg (Germany)
Hankow (China)
Yokohama (Japan)
Sao Paulo Admiralty (Brazil), 2 engines
Iquique (Chile)
The Rajah of Nepaul (India)
Rio de Janeiro (Brazil)
&c, &c

The cost of a "Metropolitan" Steam Fire Engine is from £400 upwards, according to hose and fittings to be included, special estimates being given in each case on learning exact requirements.

"VICTORIA" STEAM FIRE ENGINE.

This is a light pattern Steam Fire Engine, made in four si capable of pumping 100, 150, 200, and 260 gallons of wat minute respectively, and was specially designed for the Victori the British Fire Brigade at Lima, Peru. This Brigade has giv the engine severe practical tests, and the following letter from t Commander gives his opinion of its merits :—

"British Fire Brigade, Lima

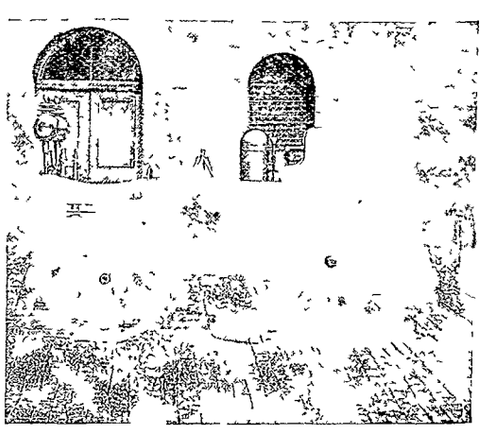
"Messrs. Merryweather & Sons.

"Dear Sirs, —Our pretty little 'Victoria' runs like a glove no noise, no jar, no trouble, and is a perfect little machine —

"(Signed) F L. CROSBY,

"*Commander*'

The "Victoria" engine is constructed either with crane ne frame, as shewn below, and on page 4, or with straight frame required, and is fitted with direct acting steam pump, bolted betwe the frames in front of the boiler, which is of Merryweathe



patent quick steaming type A hose tray is placed over the carriage, and the engine can be fitted with drag ropes for m with shafts for one horse, or pole and sway bars for a pair t abreast A hose box, as used in the "Metropolitan" p engine can also be fitted if required The fire door, as "Merryweather steamers, is placed behind, and coal bunke are provided, so that the furnace can be stoked while travell fire The pump is of gun metal, the working parts are o large copper air vessels are fitted, and the workmansl materials are of the highest class The two engines shewn h have recently been supplied to the Madras Municipality, three been constructed for Sao Paulo (Brazil) and others are in t Great Crosby (Lancashire) Southam (Warwickshire) Lo (Staffordshire), and other English towns The prices depe whether crane neck or straight frames are required arrangeme hose tray or box, capacity of pump, and whether to b arrange horse or hand draught On receipt of particulars o these p as well as of any hose pipes and other accessories required with the engine, complete estimates are sent

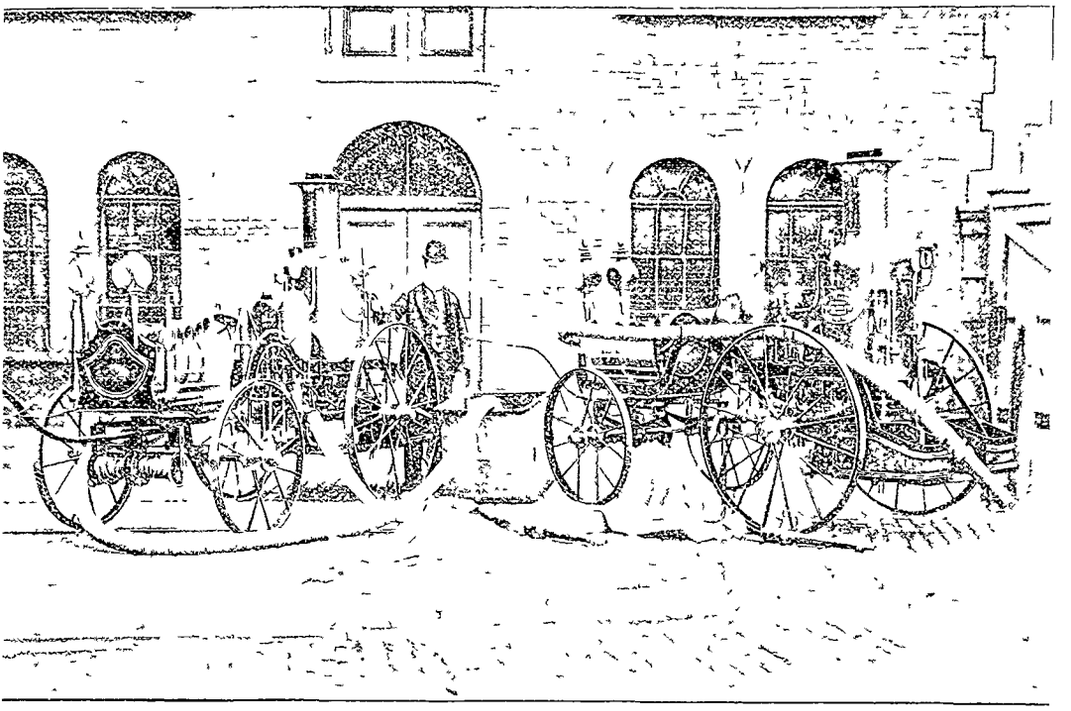


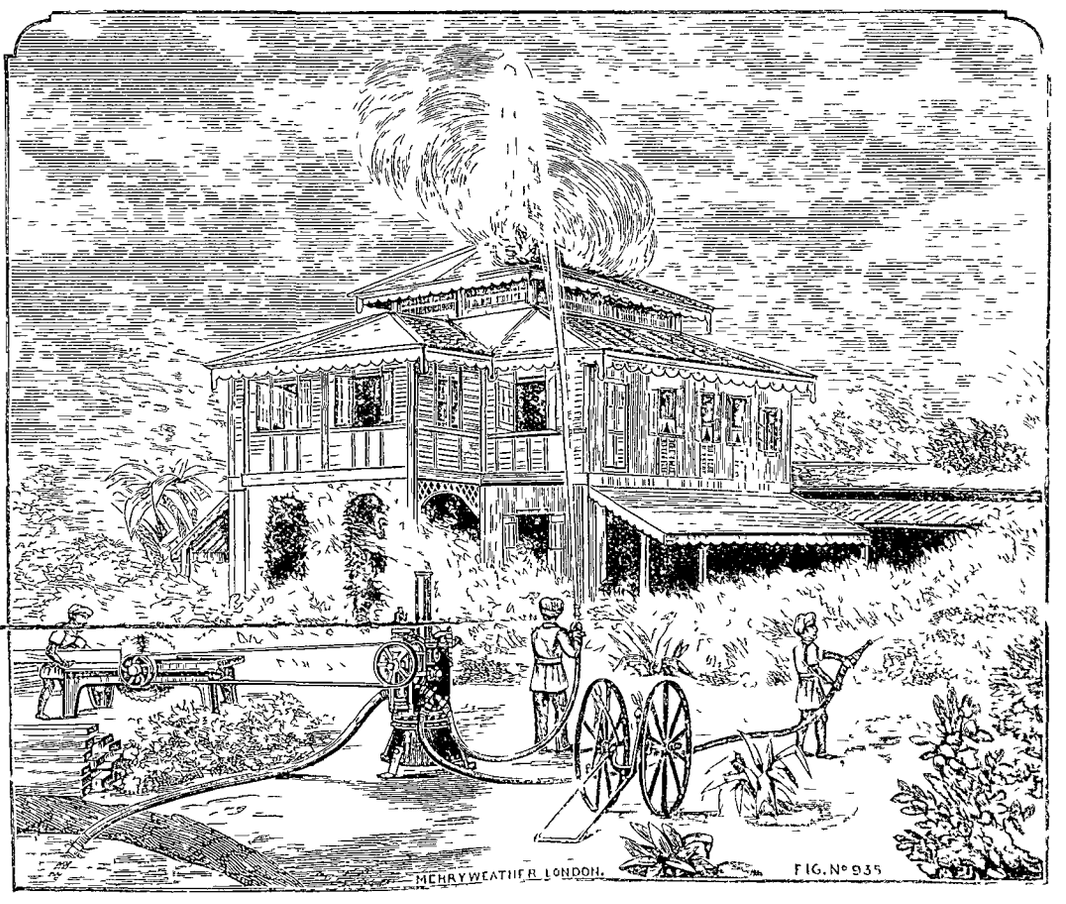
Fig 1,096.

MERRYWEATHERS' VICTORIA STEAM FIRE ENGINES FOR MADRAS MUNICIPALITY.

THE ADMIRALTY { H.M.S. "Valiant" / H.M.S. "Hotspur" / For Gibraltar / For use in the Soudan
War Office—For the Soudan
Brazilian Government (Rio de Janeiro)
Italian Government
Japanese Government
Queensland Government
Siamese Government
Spanish Admiralty
Delft Water Works, Holland
Hague Water Works, Holland
Devonport Water Works
Northern Railways of Spain (Valladolid)
Natal Government Railways
Baker's Patent River Scourer
Primitiva Nitrate Company, Chili
Burmah Ruby Mines
Salamanca Tin Company, Spain
Rosario Gas Company
Ascot Race Course
Shanghai
Burdwan, India
Bombay
Rothschild, Baron Ferdinand de, Paris
Clarke, Sir W. J., Melbourne
Harcourt, L. W., Esq., Abingdon
Mackenzie, A., Esq., Thrapston
Kashmir, H.H., The Maharajah of
Rothschild, Miss A. de, Aylesbury
Steight, Baron, Narva
Dalwood and Macgregor, Rangoon
Wolf, E., Windorg
Van Rietschoten & Howens, Rotterdam
Royal Volunteer Fire Brigade
Arcud Fire Brigade, Chili
Malacca Municipality
Carnatic Mill Company, Madras
Arens Irmaos, Rio de Janeiro
Transatlantic Company, Cadiz
Maharajah of Mysore
etc., etc

THE "VALIANT" STEAM PUMPING ENGINE.

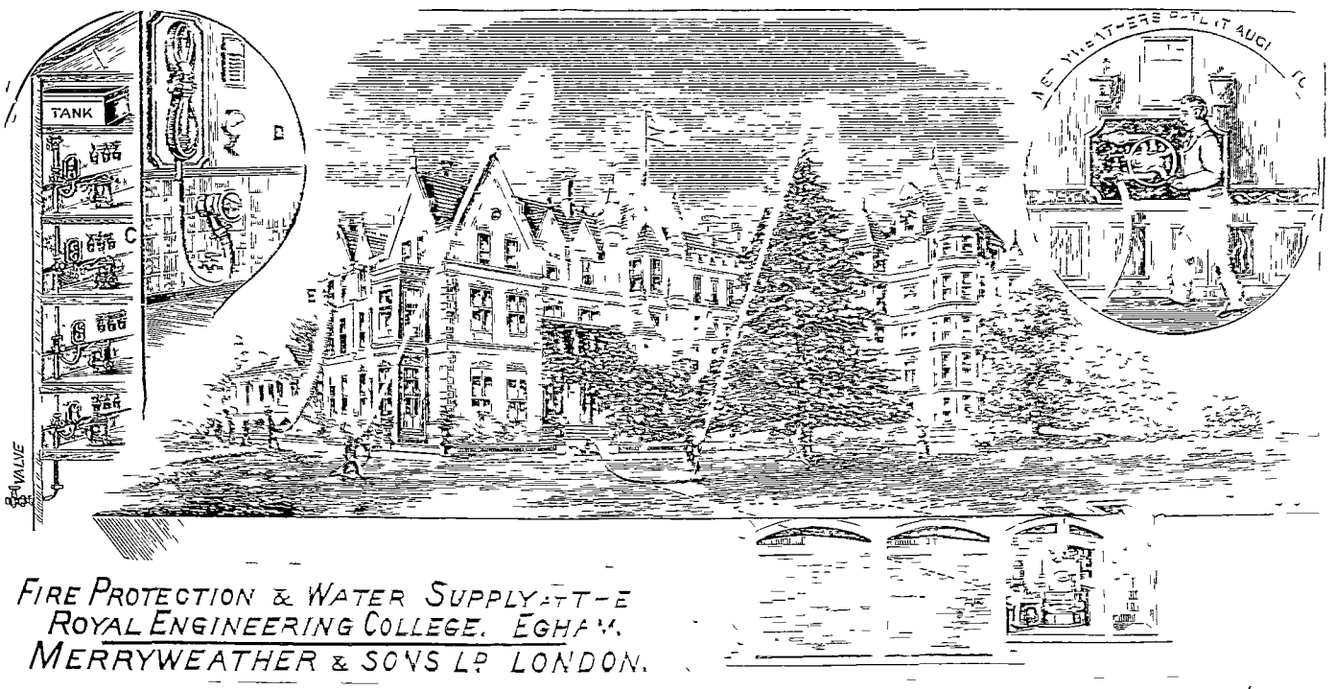
nt" Pump is a most
for "up country"
naller size weighing
)½ cwt, while pumping
to 850 gallons, and the larger
)out 11 cwt, and pumping 160 to
)o gallons per minute. Rings are
ovided on the boiler through
nich poles can be placed for hand
rriage, or we supply a light iron
o-wheeled carriage as shown in
; 935, and the "Valiant" can
en be drawn by two men easily
carriage on four wheels, for
nd or horse draught, and pro
ded with a hose reel and tool
)x, can be supplied if pre-
rred, and renders the apparatus
ry complete. The "Valiant"
ngine will pump against a head
140 feet for water supply or
igation purposes, drawing water
)m any source not more than
feet below the pump, and will
mp through flexible hose or
)n piping to distance of 3 or
miles from water supply. The
Valiant" will throw one or two
werful jets for fire extinction,
can be at work within 15
tes of an alarm of fire. The
pattern shewn in Fig. 935
lso drive sawing and other
nery, and develops 6 to 8
power
rryweather's sons are the
ors and the sole makers
"Valiant" which has been
d to –



"VALIANT" COMBINED PORTABLE PUMPING & DRIVING ENGINE

FIXED STEAM FIRE ENGINES.

My Fixed Steam Fire Engines [illegible] protection of palaces, [illegible] establishments, include [illegible]



FIRE PROTECTION & WATER SUPPLY AT THE ROYAL ENGINEERING COLLEGE. EGHAM.
MERRYWEATHER & SONS LD LONDON.

[illegible] Tanks [illegible]

Of the first [illegible] cylinder is strongly [illegible] boiler and engines [illegible] and Liverpool [illegible] the engine rests [illegible] boiler will raise [illegible] pressure) in [illegible] the pumps are [illegible] of the machine [illegible] engine and [illegible] but they can [illegible] space would [illegible]

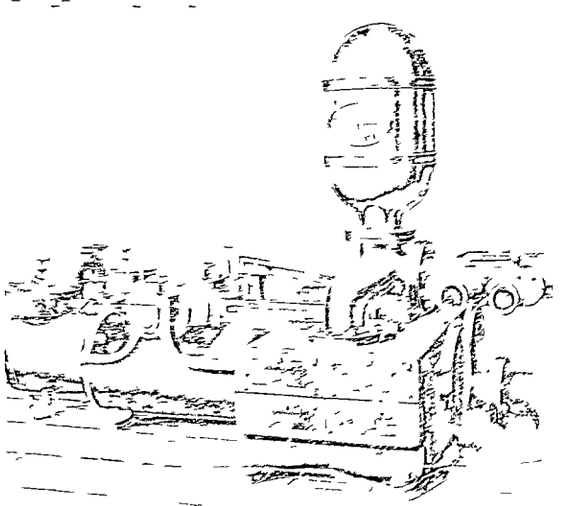
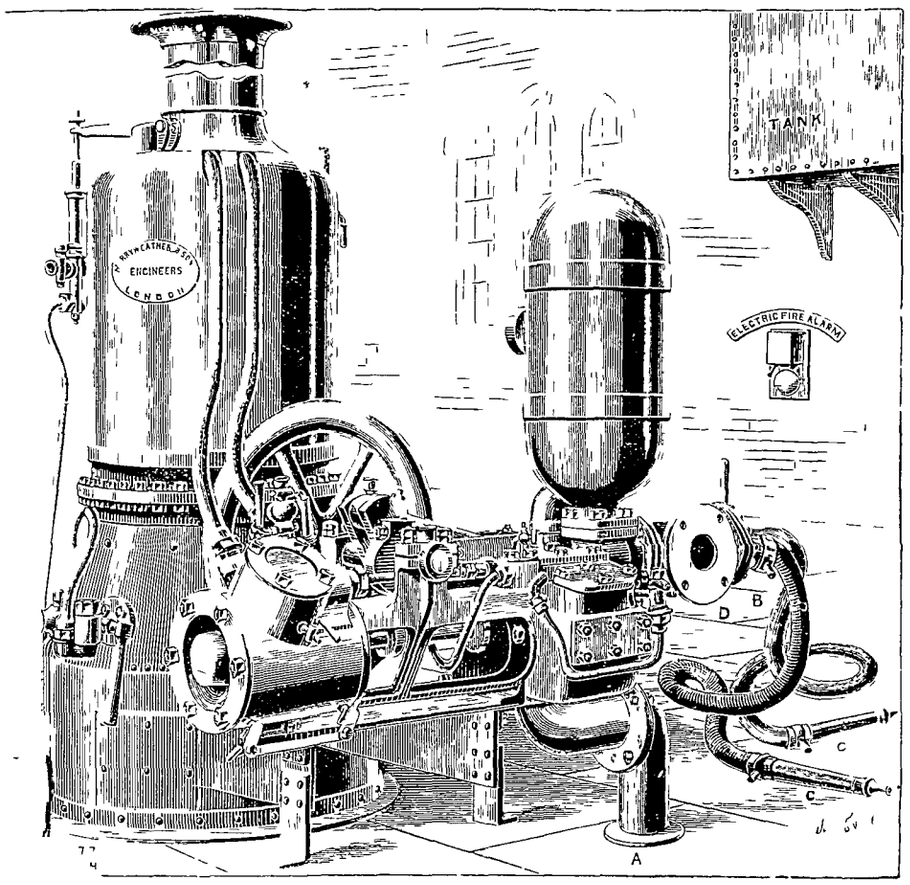


Fig. 5 [illegible] In the [illegible] use of [illegible] barrels [illegible] copper [illegible] inches [illegible] company's [illegible] Steam [illegible]

[illegible] mer[illegible]



THE "Metropolitan' Fixed Engine shewn in Fig. 717 is similar to seventeen supplied in portable form to the London, Bombay, and other Fire Brigades, and described on page 2 of this circular.

Merryweather & Sons have also supplied a powerful engine of this type to the Khedive of Egypt, for the Palace at Cairo. In Fig. 717, A is the suction pipe drawing water from tank or other source; B are the screwed outlets for the attachment of hose, C C are lengths of hose with branch-pipes D is flanged outlet for connection to firemains and hydrants throughout the buildings The engine throws 350 gallons per minute and upwards Merryweathers' quick steaming boiler is fitted

size of the "Metropolitan' fixed engine is also constructed capable of pumping 260 gallons per minute, and either size can be had with or without boiler

—.ral other types are also constructed by Merryweather and Sons, but space will only permit the illustration the vertical "Mill' steam fire engine, which is in use in a large number of mills in Great Britain and in foreign ountries As will be seen by Fig 571, the engine is so constructed as to be very compact, and therefore occupy tle space. The steam cylinder and pump can be proportioned to suit low steam pressures, the engine being tended to take steam from existing boilers, even when the fires are "banked, as at night and on Sundays, and e pressure has fallen.

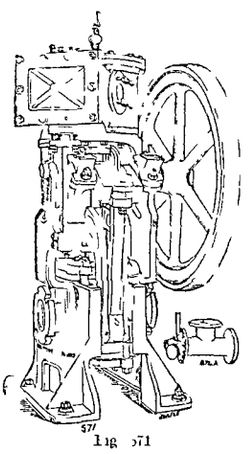


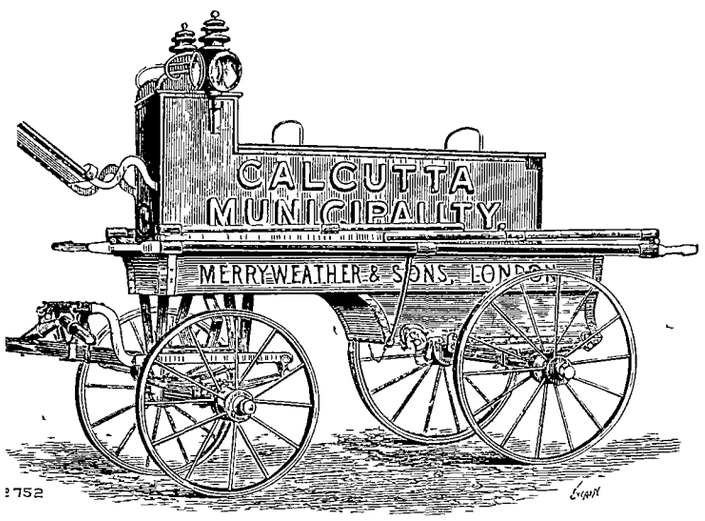
Fig 571

The vertical "Mill" engine is made in three sizes to deliver 300, 450, and 600 gallons of water per minute, id can be arranged to pump direct into a system of firemains and hydrants, or fitted with outlets for hose rect, as Fig 571A

"Merryweather' fixed steam fire engines are in use in hundreds of buildings and on numerous ships, tug boats, id fire floats, as will be seen by the following abridged list of public authorities, business firms, &c, supplied —

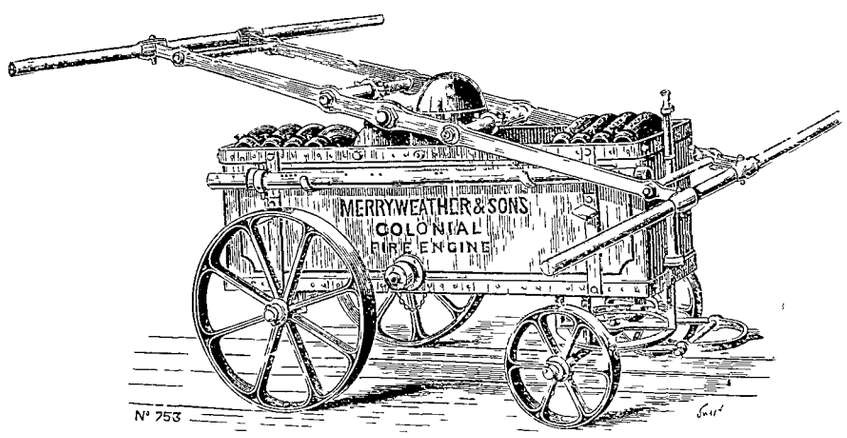
Messrs Ralli Bros, Calcutta
Prome Government Waterworks, Burma
Rangoon Port Commissioners (2 engines)
Irrawaddy Flotilla Company
Messrs. Mohr Bros, Rangoon
Messrs Steel Bros, Rangoon
The Khedive of Egypt (for Palace at Cairo)
Royal Indian Engineering College
Alexandria Municipality, Egypt (for fire float)
Fraser River Gold Gravels Company (for hydraulicking)
Natal Government Railways (several for water supply to stations, &c)
Queensland Government.
Kimberley Diamond Mines
Burma Ruby Mines
Yokohama Japan (Admiralty)
Shanghai China)
Primitiva Nitrate Co, Chile
Messrs. McConnell & Co, Demerara.
Rio de Janeiro Flour Mills
Austro Hungarian Government
Turkish Government
Mersey Docks and Harbour Board, Liverpool
British Government (for H M S "Asp, Haslar and Netley Hospitals)
London County Council (for Metropolitan Fire Brigade)
German Linoleum Co, Delmenhorst
Russian Steam Navigation Co
North Eastern Railway Co, England (several for tug boats)
Russian Government (for ironclad)
Narva Flax Mills, Russia
St Catharines Lighthouse, Isle of Wight.
River Tees Conservancy, England.
Hampton Court Palace, England, &c &c.

MANUAL FIRE ENGINES.



For hot climates Merryweather and Sons build a number of special patterns in high class manual worked Fire Engines, and these machines will be found 40 per cent cheaper than any others when the only true test is applied– viz, a comparison of the quality of workmanship and materials with the prices asked

The "Calcutta" pattern, illustrated in Fig 752, is similar to those used in the Indian capital, but has several improvements, including Merryweathers' patent gunmetal valve box and breeching, which enables more water to be pumped at a higher pressure with a less number of men at the handles than with the old pattern The "Calcutta" engine is fitted with a copper cistern, wrought iron fore-carriage, light iron wheels, gunmetal pumps, and copper air vessel. The whole of the wood work is of teak and mahogany, and turnover pumping levers are fitted, as well as pole and sway bars for a pair of horses to run abreast

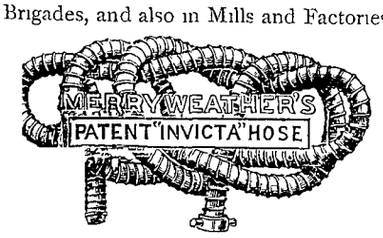


Other patterns specially adapted for Indian requirements are the "Metallic," "India Office,' "Plantation, "Universal," and "Colonial" Engines. Full particulars of these will be found in Merryweathers' Catalogues and special lists; but the "Colonial" pattern is illustrated in Fig. 753. This engine is fitted with a strong metal cistern, iron wheels and forecarriage, gunmetal pumps, large copper air vessel, iron working levers with wood handles. All the engines mentioned are made in sizes to throw from 60 to 146 gallons of water per minute, except the "Universal" pattern, the largest size of which throws 65 to 70 gallons, and the smallest, which can be worked by two or four men, 35 gallons per minute. All Merryweathers' manual engines for hot climates are made with extra handle room, so that a large number of pumpers can be employed when necessary In asking estimates for Manual Fire Engines, it should be stated how many men will be available for working the levers, lengths of suction and delivery hose, breechings, branchpipes, nozzles, &c, wanted, also if a brake is required

The Metropolitan Fire Brigade, London, have a large number of Merryweather Manual Fire Engines, as have also many English towns Hundred have been supplied abroad, as will be seen from following list of some in use in India alone –

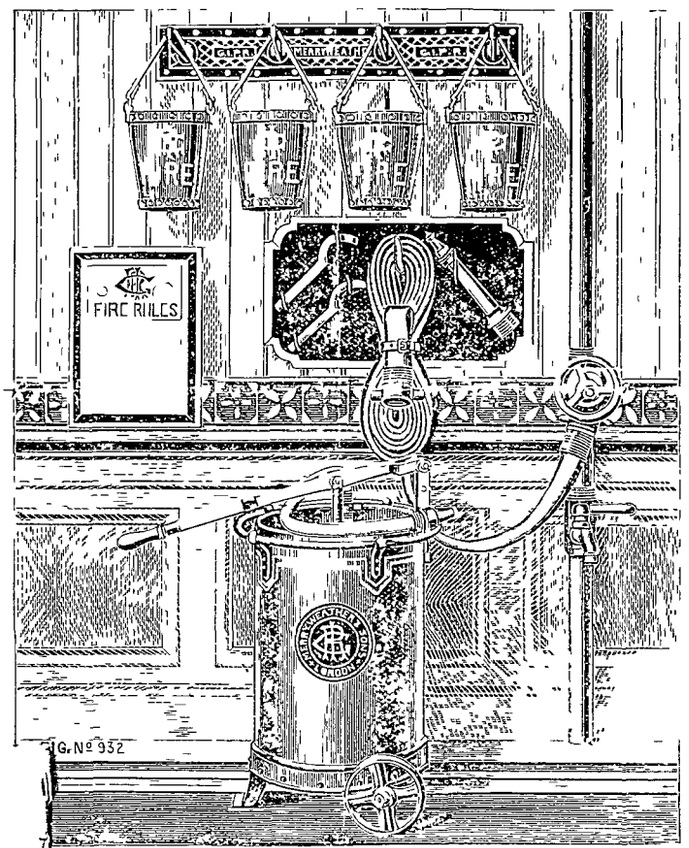
Bombay Municipality.
Bombay and Baroda Railway (24 engines).
Baroda Municipality (2 engines)
Calcutta Municipality (5 engines)
Calcutta, Private Fire Brigades (10 engines)
Great Northern of India Railway (12 engines)
Great Indian Peninsular Railway (106 engines)
H M. India Office (56 engines)
Indian States Railways (37 engines)
Indian Midland Railway.
Madras (36 engines)
Oude and Rohilkund Railway (73 engines)
Plantations in India (350 engines)
Rajah of Vizianagram
Rangoon (26 engines)
Ralli Bros, Calcutta
South Indian Railway (20 engines)
&c, &c

HOSE PIPES.—Merryweathers' special brands, 'Double Rivetted Leather," 'Single Rivetted Leather' "Comtonite, "O Bark Tanned Canvas," "Inlined and Outlined," "Double Substance" and others, are in use by the Calcutta, Bombay, and other Indian Brigades, and also in Mills and Factories For full particulars, see next page Hose Circular



Their **"Invicta" Grip Flexible Armoured Indiarubber Hoses** are also suitable for hot climates, and are made for Water, Compressed Air Steam, Gas Oil &c to stand pressures from 50lbs to 5,000lbs per square inch, while being perfectly tight under all circumstances twelve page list, giving full particulars, will be sent on application

FIREMAINS, HYDRANTS, AND HAND FIRE ENGINES, ETC.



Hydrant Bucket Cord Hose Branchpipe Wrench Fire Buckets Hand Engine &c, for Stations on Great Indian Peninsular Railway

MERRYWEATHER & SONS undertake the whole of the work of providing complete systems of firemains, hydrants, portable hand pumps, fire escapes, &c, for buildings of all kinds. Fig. 932 shows one of a large number of sets of fire appliances supplied for the stations of the Great Indian Peninsular Railway, and the firm has fitted up a large number of Public Buildings, Mills, Factories in various parts of India in a similar manner. In enquiring for estimates full particulars as to water supply, height and size of buildings, and if possible, plans of same should be given, so that a complete scheme of fire protection may be devised, with due regard to both economy of cost and efficiency in working.

FIRE ESCAPES.

The building of portable fire escapes has always been a special feature of Merryweather & Sons business, and they have supplied hundreds of their leading patterns to fire brigades, and private establishments in all parts of the world. The Brigade "Telescopic Light" "Safety Telescopic," and New Patent "Lattice Girder" patterns are all described in special circulars which will be sent on application to all interested.

WATER SUPPLY AND IRRIGATION OF PLANTATIONS, ESTATES, ETC.

During the year 1892 and during the summer of 1893, caused Merryweather & Sons who have always devoted special attention to the manufacture of light irrigation machinery for India, Australia, and other countries abroad, to introduce their system to English landowners, and it was adopted on large number of estates, and was in every case successful. The illustration, fig 996, is a sketch from a photograph taken on the estate of G. F. Young, Esq., of Swineshead Abbey, Lincolnshire, and shows a "Merryweather Steam Fire Engine at work watering crops." A new pamphlet is being prepared on the subject of Irrigation, and Merryweather & Sons will be glad to have the names and addresses of owners of plantations and others to whom it would be of interest so that copies may be sent as soon as published.

Fig. 996. Merryweather Steam Fire Engine used for Irrigation in Lincolnshire
(Reproduced from *The Field*, London)

FOR ESTIMATES CATALOGUES, PHOTOGRAPHS AND ALL INFORMATION, ADDRESS

MERRYWEATHER & SONS, Ld.,

THE OLDEST AND LARGEST FIRE ENGINE MAKERS IN THE WORLD,

60 GOLD MEDALS AND FIRST AWARDS. ESTABLISHED 200 YEARS.

Greenwich Road, S.E., & 63, Long Acre, W.C., London. Cablegrams "Merrywether, London."

AGENTS IN CALCUTTA BALMER LAWRIE & CO MADRAS—OAKES & CO BOMBAY—MACBETH BROS RANGOON GILLANDERS, ARBUTHNOT & CO

Revenue.
49 896.
4

105074/2
Date of Receipt in office 4-12-97

MYSORE P. W. DEPT.

Mis No: 3073/1/2

) THE DEWAN OF MYSORE

for Orders.

No 7080-85
1478
7079-83
1477

Executive Engineer & Assistant Engineer Bangalore

Bangalore.

In considering the question from all points of view, I think the best plan will be to purchase two sets of "Greenwich" steam fire engines described in accompanying Circular.

Of 450 gallons per minute capacity would suffice.

Price under Rs £500 each.

You appear I would say that there is no need to expect extra cost for the necessary piping & accessories.

Large shed will be required, substantial build, &c.

Keep a pair of horses for the engine as a constant measure. Other than all fires in town & fire in Bangalore. Probably in case of emergency we should be able to get horses rapidly & at any time from Cavalry & Artillery lines by applying to the Station Staff Officer.

Drivers & firemen could have

Revenue and Dept

This is a queer affair, about the Mysore Govt submitted. Cannot find the Engineer to the Revenue Board trained to work it. Elaborate a Draft Scheme
12/97

Refer to Revenue Dept 4/12/97

Consult the Municipality & Dept concerned also

Draft a reply & submit

to be engaged permanently.

I should hope to be able to enlist in the service of this Fire Engine a batch of the Bangalore Volunteers. I am sure some 20 strong young fellows of this Corps would be very glad to be drilled in working the Engine, & would be ready to rally to our Engine house on the first alarm of fire. It would be, I think, the kind of thing they would like.

And no doubt the Station Municipality would assist in organising a sort of amateur fire brigade in this way, for in case of fire in the C. & M. Station our Bangalore Engine would of course be available to help. Indeed they might perhaps offer to bear half the cost of establishment & maintenance.

I would reserve the question of procuring a similar Engine for Bangalore, until experience of the one at Bangalore has proved its efficiency, cost, facility of working, &c.

C. Chevers Col.
Secretary to the Govt of Mysore, Bangalore

Camp Ooty
18.5.97

a reduction of water pressure & capacity would of course be better, but cost probably increases rapidly with increase of power,

and working, running, & management would be more difficult. Besides fire on [illegible], and as we have small stores. If on hire, after thirty, [illegible] 450 Galls. p.m. engine is not enough, we can order a larger one. The small one will not be lost, & will be valuable as a supplementary engine.

2 Dr.

Annual F 5
49896
5

To

The Inspector General of Police
in Mysore

Dated 17-12-97

No. 7079 Encl: 1 7080 to 7078 inclusive
dated 17-12-97

I am directed to forward herewith copy of a Memo by the Secretary P.W.D. dated 18 May 1897 ~~requesting~~ ~~to furnish~~ a Fire Engine for Bangalore and to request the Inspector General will be good enough to report whether the Reserve Police cannot be trained to work it.

By order
17/12/97
Secretary

Remains 4 1/4 units
2 Dr. off

6 3

Inward
4998 —
6 —

To
The President
Bangalore City Municipal Council

Dated 17-12-97

No 7680 Estt
Eng 1478

Has the honor to
forward for favor of
opinion a copy of letter
by the Secretary PWD
dated 18th May 1897 re-
-garding a Fire Engine
for Bangalore.

By order

Encl
as stated
2 drafts

13/12/97
for Secretary

4

Civil Pol. a. Genl. 4
Cal. Secret. & R. Depts. 4
Mark. Asst. 4 — 1/2

Memo From
49996
21/1/98
8
To

1898. Mis 2125

11-1-98

The Inspector General of Police
in Mysore.

The Secretary to the Govt. of Mysore,
General and Revenue Depts.

Dated 8th
Despatched 10th January 1898.
Received
General No. 2415
No. —
Enclosure No.

Suggesting that two batches of men - one from the Bangalore Special Reserve and the other from the Bangalore City Police - may be trained to work the fire Engine for Bangalore.

9/11/98

Submd
No reply was rec'd
L.F. Por Hlw 31/1/98.

OFFICE OF THE

INSPECTOR GENERAL OF POLICE IN MYSORE

No. 2415/292

Dated Bangalore, 6th January 1898

Enc.

FROM

THE INSPECTOR GENERAL OF POLICE IN MYSORE.

To

THE SECRETARY TO THE GOVT. OF MYSORE,
GENERAL AND REVENUE DEPARTMENTS.

SIR,

With reference to your docket No. 7879/Mis 1477 dated 11th December 1897 requesting to be informed whether the Special Reserve Police cannot be trained to work the fire engine for Bangalore, I have the honor to inform you that the Special Reserve men are often sent out on duty to places outside the City

and will not therefore always be available for working the fire engine. I would therefore suggest that two batches of men, one from the Bangalore Special Reserve and another from the City Police may be trained for the work.

I have the honor to be,
Sir,
Your most obedient servant,

M Madhava Rao

Inspector General
of Police

Mis 2366

5378
Pet 398.

1897-98.

MYSORE P. W. DEPARTMENT.

No 458

From

The Chief Engineer,

Mysore P. W. D

Bangalore

To The Secretary to Govt of Mysore

General and Revenue Departments

Bangalore

Dated Bangalore, 24th January 1898.

Despatched

Enclosure No. 3.

Subject.

Returning, for disposal, the two references forwarded with Govt Pet 846 & 847 dated 11th instant regarding Fire Engines for the Bangalore and Mysore Petties

—o—

Petition

Ref to petitioner.

31/1/98

Sub Collector
Malavalli

Mis 4996

Sub Collector Malavalli

Papers be transferred to the Revenue Dept where apparently subject is being dealt with?

24/2/98

Yes - What became of Revenue Notification Dec 1972 ?

4-2-98

4/2/98 Sub-Collector

Slip attached 4/2/98

MYSORE P. W. DEPARTMENT

Bangalore, 24th January 1895

No. 458.

From

The Chief Engineer of Mysore, P. W. D.

Bangalore

To The Secretary to the Government of Mysore
General and Revenue Departments

Sir

Bangalore

With reference to the enclosed copies of contract from the Register of orders passed by the Dewan in the Public Works Department, on the subject of Fire Engines for the Bangalore and Mysore Cities, I have the honor to return, for disposal, in the General Department, the two references forwarded with your Nos 846 & 847 of the 11th instant, for disposal in this Department.

(Noting file Dy 320/6/95)

I have the honor to be,

Sir,

Your most obedient servant,

C. H. [illegible]

Ch. Engineer of Mysore

P. W. D.

Extract from the Register of Orders passed by the Revenue ... the
— Public Works Department —

	Subject	Order
	Leave to Temporary Hands —	
30-6-97	Submitting Government of India Circular No: 29 of 1895 re the maximum Leave on Medical Certificate or without allowance admissible to persons employed and recommending its adoption here —	Transferred to General Department Col. Bowen's proposal seems reasonable enough. 1-12-97. Sd/ H. L.
	Inspection of Jahagirdars Jahagirdar —	
23-8-97.	Submitting a Memo received from the Sanitary Engineer on the Subject —	Genl. Deptt please send papers of the enclosures to the Jahagirdar for his information Sd/ H. L. 1-12-1897.
	Furniture in "Carlton House".	
5-97	Requesting that the Comptroller be authorized to accept as Civil Charge the amount of Rs 4866-12-0 paid	General Department authorize the Charge for Furniture and

are and

Lace House" purchased by Government

Gall ah Kiarnakalli on the Bangalore

Mangalore G'hat Road. ——

debited to same head as the sums originally

paid for the house itself. S of. K. L.

1-12-97.

8.97 Cutting up Hassan Division Executive Engrs"

letter bringing to notice that the officers of that

Department have been asked to pay and re-

-commending that all officers & Subordinates

of the P. W. D. travelling on duty on G'haut

roads be exempted from the tolls, also carts

carrying metal or gravel for the G'haut repairs.

General Department

The exemption recommended

is reasonable and uniformity is essential

of course and may be sanctioned, and

notified.

1-12-1897. S of K. L.

18-5-97. Fire Engineer for Bangalore & Mysore -

Genl: Deptt. This is a quasi

Municipal affair about which the Municipality

should be consulted. Govt will find the Engin

Cant the Reserve Police be trained to work it?

Please elaborate a workable Scheme —

1. 12-1897. S of. K. L.

"Copy"

7/24" January 98. Asst: Chief Engineer of Mysore

P. W. D —

Inwd. 49/96 L1716 Mis 2432

1897/8

6800
9/2/98

From

The President,

Bangalore City Municipality.

To

The Secretary to the Government of Mysore
Genl & Rev. Departt
Bangalore
July 98

Dated

Despatched

Received

General No. 155

No.

Enclosure No.

—Submitting opinions re Greenwich Steam Fire Engine for use in the Bangalore City.

Put me Referring to your branch

14-2-98

Tele no L.J. 347 of 96

submitted 14/2/98

Ascertain the cost maintaining Steam Fire Engine & whether Municipal Board may the whole or any & what portion of it? Enquire Ascertain & ask for a report

15/2/98

A S Chandra 15/2/98

Submitted
10/2/98

No. 155

OFFICE OF THE MUNICIPAL COMMISSION,
City Bangalore, 4th February 1898

From

The President, Municipal Commission,
Bangalore City.

To

The Secretary to the
Government of Mysore
General & Revenue Departt
Bangalore.

SIR,

With reference to D. P. W Secretary Memorandum re Fire Engines received with your Docket No 7080 / 1478 of 17th December 1897, I beg to observe that the large sized Greenwich Steam Fire Engine which though very effective could not be used in many parts of the City where the lanes are narrow. In addition to one Engine of this Class I am of opinion that two smaller Manual Fire Engines should be provided to be made use of for running in and out

smaller narrow lanes of the City
where the larger Engines could not be
taken. If the Volunteers could be in-
-duced to practice Fire Brigade
Drill, it would no doubt be a
move in the right direction, but
there are no Volunteers located or
living in the City limits. This
suggestion will be a Capital one
for the Civil and Military Station
— to carry out and the Chief
Engineer's proposal about half the
Cost of Establishment and main-
-tenance might be agreed to by
the latter Municipality.

2 - In the City we might, however,
train and utilise the body of
Reserve Police to whom Fire
Brigade work should be an

an acquisition. We might also train Municipal Conservancy Over-seers and peons with a view of helping. These latter would be specially useful in working and manipulating the smaller Engines referred to in the para above.

3.- I would suggest that a plan of the City Water works showing the distribution of pipes, hydrants &c might be prepared and furnished to the Municipality and the Police in view of familiarising these Departments with the nearest available sources from which waters could be taken by the Engines in Cases of fire.

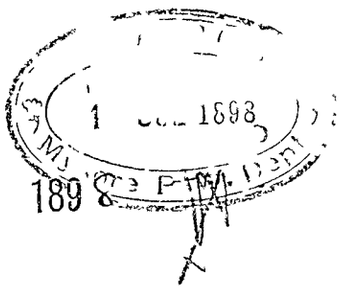
I have the honor to be
Sir
Your most obt Servant.

T. T. Jones

Rs

13 5

Revenue
4996
13



From

The Secretary to the Govt. of Mysore,
General and Revenue Depts.

To

The President of the Bangalore
City Municipality

Dated 16/2/98
Despatched 16/2/98
Received
General No. 919
L. F.
Enclosure No.

From the Same

173 92-3-98 L1860

His no 153 dated 4th Feb 1898 submitting his opinion regarding the Greenwich Steam Fire Engine being used in the City

---

With reference to the above he has the honor to enquire whether the Board ~~are~~ ~~prepared~~ prepared to bear the whole or any and what portion of the cost of maintaining the steam fire Engine, if Govt should provide one. The Govt is requested

to

(3) the Leonard Slater Street area as a Valuers in the city -

(4) Before a workable scheme can be prepared, information has to be obtained on the following points

(1) With the Valuers residing in the City district of the Engineer?

(2) With the Station Municipality contributing half the cost of maintaining the Engineer

(3) What the cost of maintenance will amount to the City Council

(4) Position & Estimate of the D.R.W. required to be taken over & Estimate of cost of renewal

(5) Time the Scheme will take to complete

17-3-98

Ans - There is no objection to the scheme - A.M.

867 17/3/98

Called to Secretary 18/3/98

4 Vf 98

1897-98

7504
2-3-98.

Whether this may be delayed
in reference to Govt Circular
No 1775-5½
dated 9 3 98 12/3/98

From

The President,

Bangalore City Municipality.

Rec'd 13/3/98

To

The Secretary to the Govt of Mysore
& Inspector Genl of
Police & Ex Officio Secy to Govt
Rev Depts
Bangalore

Dated 1st March 98

Despatched

Received

General No. 173

No. 3

Enclosure No. 1

Stating that the Commissioners are prepared to bear a moiety of the Cost of maintaining the Greenwich Steam Fire Engine if Govt should purchase one for the Bangalore city.

The Police Commissioner has addressed a separate letter - The D.P.W. Engineers views. The Revenue Member's views & the correspondence with the Inspr General of Police & Director in connection with the Steam Fire Engine should be called for & laid before Council

10/3/98

Papers detached and submitted in a separate file.

Recorded

17/3/98

The Bangalore City Municipality is prepared to pay one moiety of the cost of maintaining the Steam Fire Engine.

The Inspr General of Police proposes that a Corps of men be trained to work the Engine from the Bangalore District Force & the other from the Bangalore Police

OFFICE OF THE MUNICIPAL COMMISSION,

No. 173/1.

City Bangalore, 28th February 1898. 1st March

From

The President, Municipal Commission,
Bangalore City.

To

The Secretary to the
Government of Mysore
General and Revenue Department
Bangalore.

Sir,

Adverting to your Docket No. 7819 / F. 347-96 of the 16th Instant, I have the honour to Submit herewith Copy of Board's Resolution No: 1 on Additional Proposition dated 24th Instant and to State that the Councipioners are prepared to bear a moiety of the Cost of maintaining the Greenwich Steam Fire Engine, if Government be pleased to purchase such an Engine for the Bangalore City.

I have the honour to be
Sir
Your most obedt Servt.

T. Venkatesa

Encl. ---

MYSORE P. W. D.

BANGALORE CITY MUNICIPALITY.

Extract from the Proceedings of an Ordinary Meeting of the Municipal Commissioners for the City of Bangalore, held at their office premises at 6 A. M. on Thursday 24th July 1898

Additional proposition.

1. Correspondance ending with Docket No. 9819/27347-96 dated 16th February 1898 from the Secretary to the Government of Mysore, General and Revenue Department regarding the purchase of Greenwich Steam Fire Engine for the use of the Bangalore City.

Resolution. The Commissioners are prepared to bear a moiety of the cost of maintaining the Greenwich Steam Fire Engine if Government purchase such Engine for the City.

(Sd) T. T. Leonard

President.

"Extract"

T. T. Leonard

PRESIDENT, MUNICIPAL COMMISSION,

BANGALORE, CITY

566

Misc 3926

10889

11-6-97 1897-98

MYSORE P. W. DEPARTMENT.

Misc
49986
16

From

The Chief Engineer of Mysore,
Bangalore.

To

The Secy. to the Govt. of Mysore,
General & Revenue Departments

No. 3173

Dated Bangalore 9th June 1898.

Despatched

Enclosure *No.*

SUBJECT.

Requesting to inform how the Question of procuring Fire Engines for the Bangalore & Mysore Cities now Stands.

9/6/98

Subd to Secty

14/6/98

MYSORE P. W. DEPARTMENT

CENTRAL OFFICE,

No. 3173. Bangalore, 9th June 1898.

From.

The Chief Engineer of Mysore,

To

The Secretary to the Govt. of Mysore,
General and Revenue Departments.

—

Sir.

I have the honor to invite your attention to this office no: 458 dated 24th January 1898, and to request that you will be so good as to inform me how the question of procuring Fire Engines for the Bangalore and Mysore cities, therein referred to, now stands—

I have the honor to be
Sir
your most obedient Servant.

John Cameron Colonel.

Chief Engineer of Mysore,
Public Works Department.

L 1864 12

Read:-

Correspondence ending with Chief Engineer letter etc 3173 dated 9th June 1898 in regard to the question of procuring Fire Engines for the Bangalore and Cleveland Stations

(2) Letter from the President of the Bangalore City Municipality etc 173 dated 1st March 1898 stating that the Commissioners are prepared to bear a moiety of the cost of maintaining the Greenway's Fire Eng... if Govt should purchase one for the City

L 2729

In 17244-47 / L.2347-96 30/6/98

Order thereon

In file of papers a copy of No 13889-98 L2347-96 9/7/98

prefer to have The Govt would in consultation with the Residency a joint scheme. J.

Station and the City Municipality, as it would be less costly and more efficient than a separate scheme for the City. The scheme should be elaborated and the needful done in the P. W. D, to which the correspondence will be transferred.

(2) Separate orders will be passed in regard to the purchase supply of a Fire Engine for the Mysore City Municipality on receipt of a report, as directed in the President's letter; as to the Municipal Board called for from the President of the Municipality in regard to the measures to be taken in regard to the purchase of a steam fire engine, if found necessary, and to bear a moiety of the cost of maintaining the same.

[(2) This para is added subject to approval, as the Chief Engineer refers to Engines for both the Cities but the President of the Mysore letter is not consulted as to cost of maintenance.] Org

27-6-98.

BD. 26/6/98

Secy

To the Chief Engineer with file. Please return. Bangalore 26-6-98. President.

Memo submitted.

24

1x

£50

Mis 40

Inward
4 Jy 98
18

1898.99. 92 D 6/7/98

MYSORE P. W. DEPARTMENT

From The Chief Engineer of Mysore

83

To

The Secretary to Government of Mysore
Gl. & Rev. Depts.

Dated Bangalore, 4. July 1898

Despatched

No. 3725.

Enclosure No

SUBJECT.

Stating the difficulties connected with a joint Fire Engine Scheme as suggested

L.F.
6.7.98

Rd. 8/7

To Secretary
Submitted, for orders with references obtained from the Ch. Engineers office

9/7/98

The Chief-Engineer is decidedly against a joint-scheme, for the City & Cantonment stations

9/7/98

Please a short memo

II It is just possible that the Engine might be wanted at the same time in both the City and the Civil and Military Station, and the question would then arise as to which is to have precedence. There are likely to be complications about cost of maintenance and other matters.

III. I think the difficulties connected with a joint water supply scheme, should be a warning against entering into any other joint schemes.

I have the honor to be,
Sir,
Your most obedient Servant
J. R. Cashmore Colonel.
Chief Engineer of Mysore

14

MYSORE P. W. DEPARTMENT,

CENTRAL OFFICE,

No. 3723. Bangalore, 4th July 1898

From The Chief Engineer of Mysore.

To The Secretary to the Government of Mysore
General & Revenue Departments

SIR,

With reference to Government Proceedings No: 17244-7/347-96 of the 30th Ultimo, stating as regards Fire Engine required for the Bangalore City, that Government would prefer to have in Consultation with the Residency, a Joint Scheme for the Station and the City Municipality, and that the same should be elaborated and the needful done in the P. W. Department, — I have the honour to state that I do not understand what Scheme is required. One fire Engine will be enough for the City, at any rate as a trial at first; and all that has to be done is to find out if the Municipality are willing to pay the cost. If the idea is to have one Engine for both the City and the Station, the cost being shared between them, I think it a bad one as any joint Scheme is likely to lead to complications and friction. A joint Scheme might be less costly, but I cannot see how it will be more effectual. In fact, as far as I can see, it will be very much less so

Mint
49 of 96
19

1900

(14)

From

THE SECRETARY TO THE
GOVT. OF MYSORE,
GENERAL AND REVENUE DEPTS.

To

THE President of the
Municipal Commr
Bangalore City

Dated 18/9/00
Despatched
Received 21/9/00
General No. 4216
L. F. 347-96
Enclosure No.

Correspondence ending
with the Chief Engineer's No.
President's Letr No 173
~~3723 dated the~~ 4 June 1890
& 1/3/98
in regard to the purchase
of a Fire Engine for the
Bangalore City Municipality

From the same
76 29-10-00 L 755

To ~~enable the Govt~~
As it is preferable to
~~to pass final orders on~~
have a separate Fire Engine for the
City entirely ~~subject~~, the President
is requested to be good
enough to report whether
the

Board is able and willing to provide the requisite funds both for the purchase and maintenance of the Fire Engine in question.

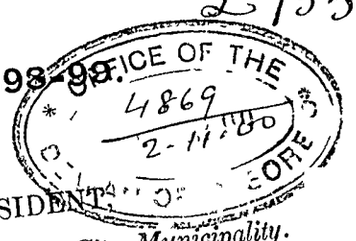
'By order'

Initials

Orig 12/3/00

L 755

1898-99.



Mysl.
49-f-96
20

From

THE PRESIDENT,
Bangalore City Municipality.

To

THE SECRETARY TO THE
GOVERNMENT OF MYSORE,
General and Revenue Departments,
BANGALORE.

Dated 29th October 1900
Despatched 1st Nov 900
Received

General No. 76
No.

Enclosure No. 1

Filed

Secretary's Docket
No 4216 of the 18th Sept 1900
& 7347-96
re the purchase and
maintenance of a Fire
Engine by the Bangalore
City Municipality.

Stating that the
Municipality is at
present unable to bear
the Cost of the Engine &c

L 7
2.11.00 File pertg.
2/11/00

Office of the Municipal Commission,

City, Bangalore, 29th October ~~189~~ 1900
1st Nov/900.

No. 70
71

From

THE PRESIDENT,

Municipal Commission,

BANGALORE CITY.

To

THE SECRETARY TO THE GOVERNMENT OF MYSORE,

General and Revenue Departments,

BANGALORE.

Sir,

With reference to your docket No: 4216 / L.F.347-96 dated the 18th September 190 regarding the purchase and maintenance of a fire-Engine by the Bangalore City Municipality, I have the honor to state that the matter was placed before the Board at the meeting of the 25th October 1900 when it was resolved that the Municipality was unable to bear the Cost of the Engine as well as that of its sub-Staff. But they can pay a moiety of the latter if the Government be pleased to pay for the Engine. A Copy of the resolution is enclosed.

I have the honor to be,
Sir,
Your most Obedient Servant,

[illegible]

MJK

Extract from the Proceedings of the Board dated 25th October 1900

Docket No. 4216—L. F. 347-96, dated the 18th September 1900, from the Secretary to Government of Mysore, General and Revenue Departments, enquiring whether the Board are and willing to ~~promise~~ the requisite funds both for the purchase and maintenance of a fire-engine, as it is preferable to have a separate fire-engine for the City Municipality.

Resolution:- Resolved that considering its present finances the Municipality is unable to purchase an engine and maintain it. The Board respectfully remind Government the Resolution of the Board dated the 24th February 1898 which was to the following effect.

"The Commissioners are "prepared to bear a moiety "of the cost of maintaining the Greenwich Steam fire-engine if Government purchase the engine for the City.

Extract

(Sd) B. Krishna Rao

Vice President

Municipal Dept

For President

MRK

21

Irrigation
14-9-96
21

(7)

To

The Chief Engineers
and Secty P. W. D

Sir,

I have the honour to forward herewith your office note re Fire Engine for the Bangalore City with the Dewan's query thereon, together with this office file of papers connected therewith, and to request that you will be so good as to inform me whether the cost of the Engine can be met from the current year's P. W. D. Budget grants or whether the same will be provided for in the next year's Budget.

I have &c

10/4/02
for Se

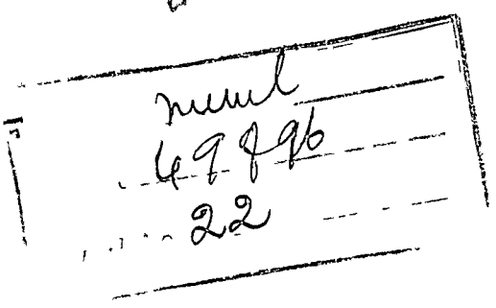
P. L. 1650.

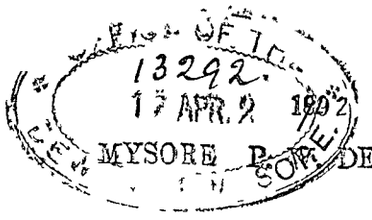
No 16674
L. J. 347-96 / 12/4/02

Encl. Section III of the L.J. 347-96
1. D.P.W. Copy note

2

to be obligingly returned
when done with —





4750

From

The Chief Engineer
of Mysore

To

The Secretary to Govt. of Mysore
Gen'l Rev: Department

Dated Bangalore, 15-4-1902.

Despatched

No. 2173

Enclosure No 1 file 1 ps/pers

SUBJECT.

Informing him the cost of the Fire Engine can be met

To the Secy to Govt Gen'l Rev Dept 22/4/02

347 / 7.
96 15/4

M.S.C.
Orig 22/4/02
Drafted Read
24/4

MYSORE P. W. DEPARTMENT;

No. 2173

CENTRAL OFFICE,

Bangalore, 15th April 1892

From Colonel D Mestril Campbell
Chief Engineer of Mysore

To A V Ranjundayya Esquire M.A; M.L;
Secretary to the Government of Mysore
General and Revenue Departmen

SIR,

In returning the papers received with your letter No: 16674 dated 12th instant I have the honour to inform you that as a large Saving L.F.347-96 on the Provincial P.W. grant for the current Official year is anticipated, there will be no difficulty in providing therefrom the Sum of Rs. 10,000 required for the purchase of the Fire Engine, which will be ordered as soon as Sanction is received.

I have the honour to be,
Sir,
Your most obedient Servant.

D. Mc. Campbell Colonel
Chief Engineer of Mysore

A.P.J.

Mund
49 f 26
23

12

Read -

Letter no. 2173 dated the 15th April 1902 and subsequent reminders from the Chief Engineer of Mysore soliciting sanction to the purchase of a Fire Engine for the Bangalore City.

Order thereon

~~Government observe~~ ~~that this is a case~~ ~~when all Municipalities have to be consulted and~~ The Chief Engineer is informed that the question may, ~~therefore~~, lie over till about the end of ~~this~~ the current year, ~~when Mr. May can consider the same~~

Dewan's order

11.7.1902

The Chief Engineer of Mysore

P.L.75

Rw 560 / 7347-96 9/12/7/1902

⊕ Rw 3033 07 20. 5-02
✓ 3599 07 25. 6. 02
✓ 3931 07 10. 7. 02